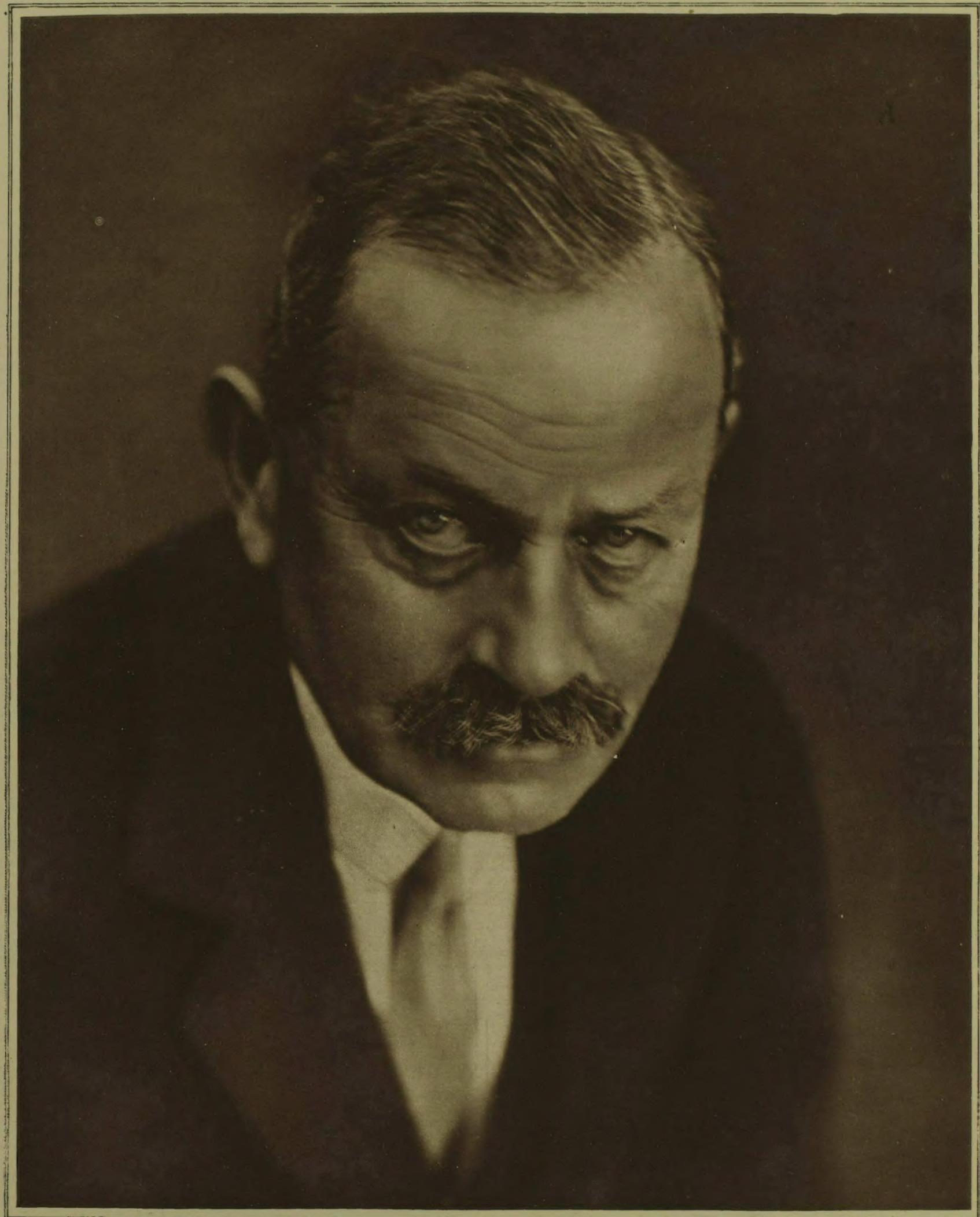


# THE ILLUSTRATED LONDON NEWS

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SATURDAY, JULY 30, 1921.

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## ABOUT TO LEAVE FOR CANADA, TO TAKE UP HIS DUTIES AS GOVERNOR-GENERAL: LORD BYNG OF VIMY.

General Lord Byng of Vimy, G.C.B., K.C.M.G., M.V.O., leaves England on August 4 to take up his new post as Governor-General and Commander-in-Chief of the Dominion of Canada, in succession to the Duke of Devonshire. His Lordship, who was born on September 11, 1862, is the seventh and only surviving son of the second Earl of Strafford. He was gazetted to the 10th Hussars in 1883, and has seen much service, besides holding important posts at home. Returning from Egypt after the outbreak of war, he proceeded to Belgium at once, in command of

the 3rd Cavalry Division. Later he commanded the 9th Army Corps in Gallipoli, and, on returning to France, was given, first, the 17th, and then, in May 1916, the Canadian Corps, with which his name will be chiefly associated. In August 1919, on resigning his commission, he was created G.C.B., raised to the Peerage as Baron Byng of Vimy, and received the thanks of Parliament and a grant of £30,000. He married, in 1902, Marie Evelyn, only child of the Hon. Sir R. C. Moreton, K.C.V.O., for many years H.M.'s Marshal of the Ceremonies.



By G. K. CHESTERTON.

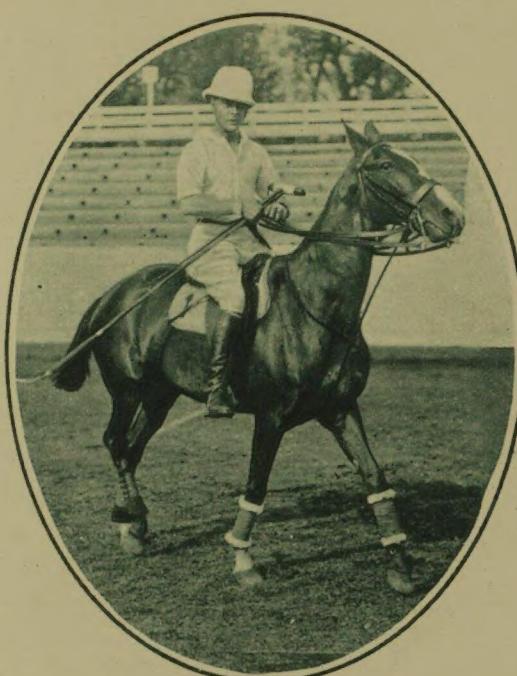
THE dispute between Lord Birkenhead and Lord Buckmaster, about freedom and fermented liquor, had some other points of interest besides the paradox (so typical of our topsy-turvy politics) that the Tory was defending liberty of conscience and the Radical was really deriding the possibility of any liberty at all. But the controversy is always at cross purposes on these occasions. Each side applies a sort of sliding scale, suggestive of a mere matter of degree. The first accuses the second of regarding all liberty as license. The second accuses the first of regarding all license as liberty. But neither denies that there are such things as liberty and license; and the true way of testing it is by the residual concession on either side. It is not by asking for the maximum of liberty which the wild Conservative may claim. It is by asking for the minimum of liberty which even the Liberal will allow. 'Would Lord Buckmaster have the private citizen constrained and directed in *all* the details of his daily life? And if not, how can there possibly be *any* liberty left to him, if he has lost the choice of his own diet?

Extraordinary as it will appear, to a more enlightened community in a more liberal age, there still are social functions which society allows the citizen to perform by himself. It is by these that we must test the case of normal and traditional institutions like wine and ale. The debate is important, not for the sake of these material things, but for the sake of the essential definition of civic freedom which must include or exclude them. I could never see, for instance, why a man who is not free to open his mouth to drink should be free to open it to talk. Talking does far more direct harm to other people. The village suffers less directly from the village drunkard than it might from the village tale-bearer, or the village tub-thumper, or the village villain who seduces the village maiden. These and twenty other types of evil are done simply by talking; and it is certain that a vast amount of evil would be prevented if we all wore gags. And the answer is not to minimise the evil, any more than to minimise the evil

must be a vast amount of overlapping, with some six young gentlemen writing letters to one young lady. There must be a terribly low educational standard, with all sorts of poor people allowed to put into a private letter any spelling or grammar they like. There must be a number of bad psychological habits being formed, by foolish people writing to their sons in the Colonies, or their mothers in the workhouse. And all this anarchy and deterioration could be stopped by the simple process of standardising all correspondence. I know that if I use the word "standardisation," Mr. Webb will welcome it, and even

Where the young lady was in the habit of receiving a crude and uncultivated scrawl of mingled sentiment and slang, she will now receive some exquisitely printed passage from Pater or Ruskin, or some exercise in prose by the first educational experts whom the Government can command. A letter to an old friend would be purged of all those petty details and trivial reminiscences which must render it so oppressive to him, and in their place some clear and polished extracts from Cicero or from Emerson, on the abstract subject of Friendship itself, would provide him with all that the higher part of his nature could require. It may be hinted that I plead for this reform with the passion of self-interest; for it would enable me to neglect my correspondence in theory, as I already neglect it in practice. I very seldom write to anybody; and I never write to the people I like best. About them I do not trouble, for they understand; but there are unanswered letters from total strangers about which I feel a real remorse. Some day I shall make a list of the people I should have liked to answer, or advertise for them by such details as I can remember about them; if I had any money I should like to leave them millions of it when I die. The list would begin with an admirable lady nearly twenty years ago, whose husband had betted her (only too truly) that I never answered letters. And it would end worthily with a real Father Brown—really possessing that surname and that clerical title—who wrote to me from America, and whose letter I valued and loved and lost.

It may be said that I should get off very cheaply, if the Government would send round to all these people an official card in my name. But I am not really converted to my own project, even by my own failure. I am not convinced of the necessity of standardised correspondence, either by the existence of criminal letters or my own criminal neglect of letters. If or when, in some strange mood at some distant date, I should actually answer a letter, I should still prefer to answer it myself. Even if I had nothing



THE PRINCE OF WALES AS POLO-PLAYER: H.R.H.  
IN THE HURLINGHAM v. BELCAIRE MATCH.

The Prince of Wales played for the Hurlingham team (as No. 1) in the match against Belcaire on Saturday, July 23.

The other members of his side were the Duke of Penaranda, Lord Rock-savage, and Mr. Winston Churchill. The Belcaire team, which won by 9 goals to 5, consisted of Sir Philip Sassoon, Major F. W. Barrett, Lieut.-Col. J. E. Gibbs, and Mr. R. Wanamaker. The Prince, who has only recently taken up the game, acquitted himself with credit among players of such distinction and experience.

Photographs by L.N.A.  
and Sport and General.

Mr. Wells will begin to think of it seriously. Indeed, there opens before me the vista of a vast social

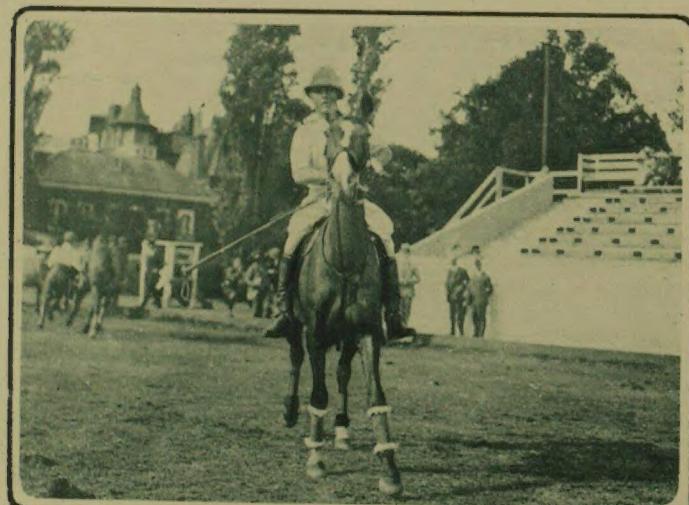
reform; and I forget the trivial text of this article, which was something about Lord Buckmaster and Lord Birkenhead, in the presence and promise of such a vision.

On the face of it, the first and most obvious method would be for the Government to send round official forms for our friendly correspondence, to be filled up like the forms about Insurance or Income Tax. Here and there, even in the most model communication, there would be words left blank which the individual might be allowed to supply for himself. I have a half-formed ideal of an official love-letter, printed in the manner of "I —— you," so that the citizen might insert "love," or "like," or "adore," with a view to the new civil marriage; or "renounce," or "repudiate," or "execrate," with a view to yet newer and more civil divorce. But even these blanks for verbal variation must be admitted with caution; for the aim of the whole reform is to raise the general level of all correspondence to a height unattainable by the majority of people as yet.



to write except an apology for not writing, I should prefer my self-abasement to have the character of self-determination.

It is a most extraordinary fact that all the modern talk about self-determination is applied to everything except the self. It is applied to the State, to the Empire, to the province, to the parish—quite rightly in my opinion; but it is not applied to the very thing to which its verbal formula professes to apply. I, for one, do believe in that mystical doctrine of democracy, which presupposes that England has a soul, or that France has a self. But surely it is a much more obvious and ordinary fact that Jones has a self and Robinson has a self. And the question I have here discussed under the parable of the Post Office is not the question of whether there are abuses in drink or diet, as there are calumny and blackmail in any pillar-box or postman's bag. It is the question of whether in these days the claims of government are to leave anything whatever of the rights of man.



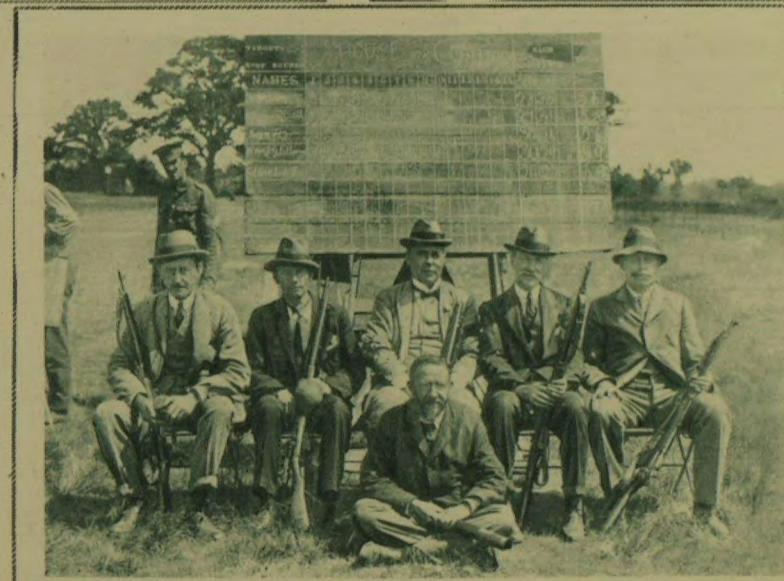
of drunkenness. The answer is not to deny that slander is a social poison, or seduction a spiritual murder. The answer is that, unless a man is allowed to talk, he might as well be a chimpanzee who is only able to chatter. In other words, if a man loses the responsibility for these rudimentary functions and forms of freedom, he loses not only his citizenship, but his manhood. But there are other personal liberties still permitted to us, more elaborate and civilised than that simple human speech which is still so closely akin to the chatter of the chimpanzee. For instance, there is writing letters, an accomplishment still rare among chimpanzees. By some official oversight, which I am quite unable to explain, we are still allowed to write private letters, if we put them in public pillar-boxes. The Postmaster-General does not write all our letters for us; even the local postman has as yet no such local powers. I cannot conceive how it is that reformers have failed to note the need of uniting, reorganising, co-ordinating, codifying, and linking up all this complex, chaotic, and wasteful system, or lack of system. There

## PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY RUSSELL, I.B., TOPICAL, ELLIOT AND FRY, LAFAYETTE, I.N.A., AND SWAINE.

A FAMOUS WRITER OF CHILDREN'S BOOKS:  
THE LATE MRS. MOLESWORTH.WINNER OF THE KING'S PRIZE AT BISLEY AT THE AGE OF 62:  
EX-ARMOURER-SERGEANT CUNNINGHAM, R.A.O.C.A SISTER OF THE EARL OF DENBIGH:  
THE LATE LADY DE TRAFFORD.THE DEATH OF A WELL-KNOWN BANKER:  
THE LATE MR. ROBERT BARCLAY.GREATLY DISTINGUISHED IN THE WAR: THE LATE BRIG.-GENERAL  
A. E. J. PERKINS, C.B., C.M.G.THE SCULPTOR OF KING EDWARD'S STATUE  
KNIGHTED: SIR BERTRAM MACKENNAL.APPOINTED HEADMASTER OF WELLINGTON:  
MR. F. B. MALIM.APPOINTED UNDER-SECRETARY FOR THE  
AIR: LORD GORELL.

THE LORDS' TEAM, BISLEY: LORDS STANHOPE, HOLMPATRICK, DUKE OF WELLINGTON, LORDS COTTESLOE, SEMPHILL, AND COL. HOPTON (COACH).

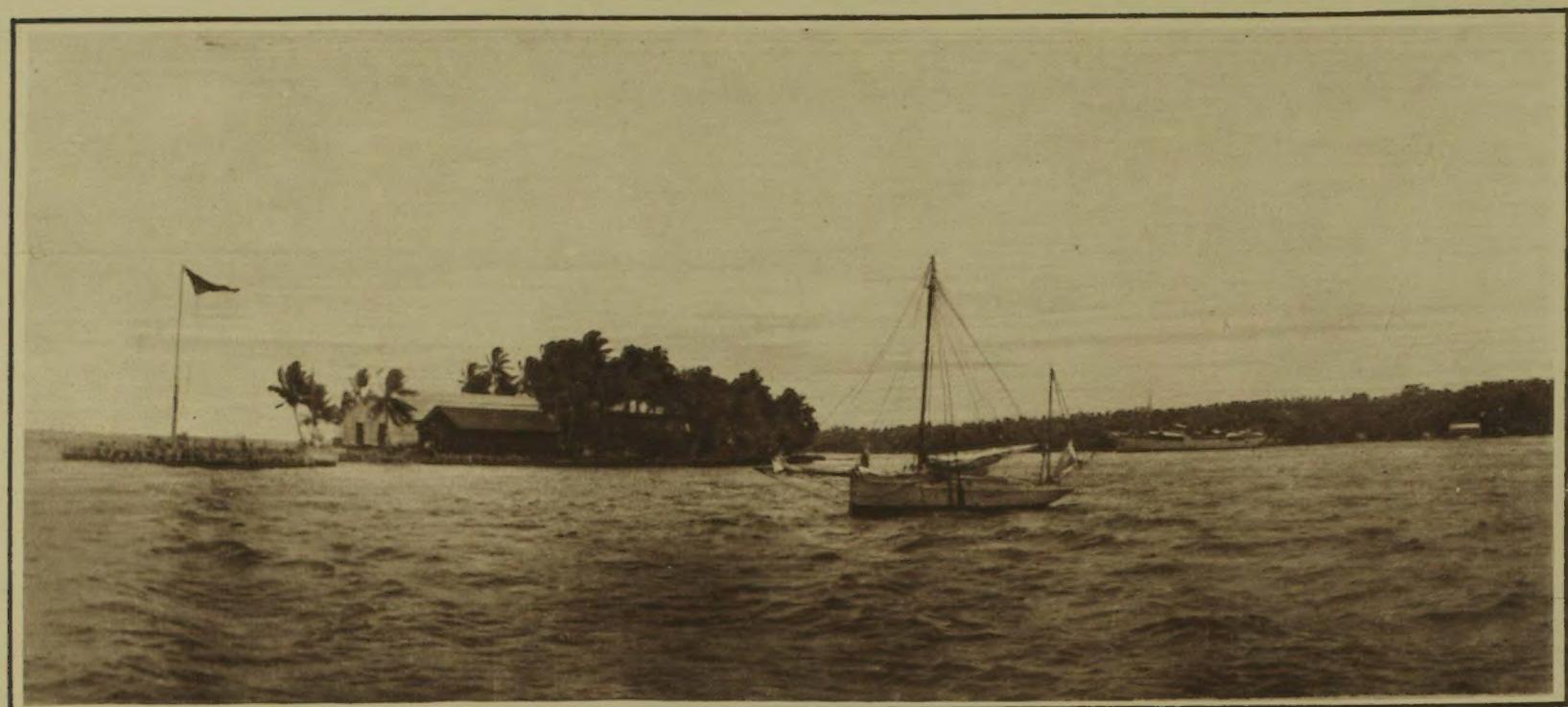
THE COMMONS WHO BEAT THE LORDS: COL. ARCHER-SHEE, MR. KELLAWAY,  
MAJORS BARNETT, MORRISON-BELL, TRYON, AND MR. BLOOD (COACH).

Brig.-Gen. A. E. J. Perkins, C.B., C.M.G., who has just died after a long illness, was the son of the late Gen. Sir E. Perkins, K.C.B., the distinguished Indian soldier, and was once Adjutant at "the Shop." He went out to the Front in command of a Heavy Artillery Brigade, and early in 1916 was promoted to command the Heavy Artillery of the 3rd Corps, with which he served for the rest of the war. He was especially distinguished at the Battle of the Somme, first Battle of Cambrai, and the Great Retreat of March 21, 1918, where, by skilful handling, he managed to save all but a few of the heavy and siege guns. He especially distinguished himself also in the operations of August and September, when the Germans were driven back and finally defeated. His services were rewarded by the decoration of the C.B. and C.M.G., and the Legion of Honour. Subsequent to the Armistice he served with the Expeditionary Force in Northern Russia. General Perkins had been ill ever since the Armistice, due to the arduous and exhausting nature of his services in France, and it may safely be said that he

gave his life for his country quite as much as those who were actually killed in action. His loss will be universally regretted, as he was a most distinguished soldier, a great sportsman, and a splendid friend.—Mrs. Molesworth was a famous writer of books for children, of which "Four Winds Farm," "The Cuckoo Clock," and "Carrots" are three of the most popular. She was a daughter of Major-Gen. Stewart, of Strath, and widow of Major Molesworth, of the Royal Dragoons.—The winner of the King's Prize at Bisley was ex-Armourer-Sergeant John Cunningham, a Northumberland publican, 62 years of age.—Sir Bertram Mackennal, M.V.O., A.R.A., was born in Melbourne in 1863. The current coinage is from his design.—Mr. F. B. Malim, appointed Headmaster of Wellington, has been Headmaster of Haileybury for the last ten years.—Lord Gorell, son of the famous Judge, who has just been appointed Under-Secretary for Air, has devoted special attention to education, and was in charge of the Department of the War Office for Army Education after the Armistice.

## A SMALL ISLAND TO LOOM LARGE AT THE PACIFIC CONFERENCE: YAP.

PHOTOGRAPHS SUPPLIED BY TOPICAL.



A JUNCTION OF THREE PACIFIC CABLES: THE ISLAND OF YAP, IN THE CAROLINES—SHOWING ENOTH ISLET, IN TOMIL HARBOUR, AND THE CABLE-SHIP "STEPHAO" IN THE BACKGROUND.



A "BONE OF CONTENTION" BETWEEN JAPAN AND THE UNITED STATES: YAP—A COALING STATION ON THE ISLAND, WITH NATIVES AT WORK COALING A VISITING SHIP.



SHOWING (ON THE LEFT) TWO LARGE ROUND DISCS OF STONE "MONEY": VISITORS TO THE ISLAND OF YAP ABOUT TO START FOR A TRIP IN A NATIVE CANOE WITH OUTRIGGERS.

The little island of Yap, one of the Caroline group in the North Pacific, lying east of the Philippines and south of Japan, has for the past year or so been a subject of dispute between Japan and the United States. Its importance lies in the fact that it is the junction of three ocean cables—from Guam, an American island possession in the Pacific, to Yap; from Yap to Shanghai; and from Yap to Menado in Celebes. Before the war Yap belonged to Germany. Japan claims the island on the ground that she understood that it was assigned to her, under a Mandate of the League of Nations, at a meeting of the

Supreme Council on May 7, 1919, at which Japan was not represented. The United States Government contends that President Wilson then made a reservation regarding Yap, with a view to its being placed under international control as an international cable station. The question would arise for discussion at the Conference on Pacific problems which President Harding has proposed to hold at Washington. It was stated on July 26 that Japan still awaited details as to the scope of the Conference before agreeing to join in it, though she had accepted the invitation to discuss disarmament.

## TO REPAIR A GERMAN WAR CRIME: LOUVAIN'S FUTURE LIBRARY.



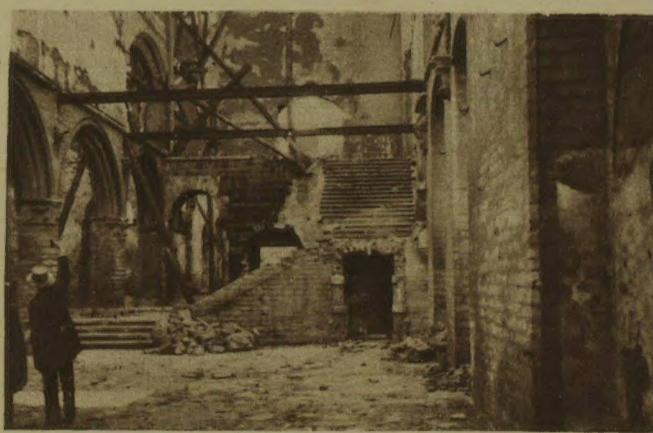
AS IT WILL APPEAR WHEN COMPLETED: THE NEW LIBRARY FOR LOUVAIN UNIVERSITY, OF WHICH IT WAS ARRANGED TO LAY THE FOUNDATION-STONE ON JULY 28.

THE style of architecture chosen for the new Library, very appropriately, is that of the seventeenth-century Flemish Renaissance. It will not attempt to reproduce the one destroyed, which, it has been pointed out, was of a hybrid character, the ground floor being fourteenth century, while the first storey was of the time of Louis XIII. Every detail of the new design is Flemish, and it will be constructed in brick and stone of local origin. The length of the façade will be 230 ft., and the depth, 150 ft. On the ground floor there will be a great open arcade, fronted by a row of fine arches. Accommodation is to be provided for two million books. In the ornamentation of the façade, over

[Continued opposite.]



*Continued.*  
the principal entrance, will stand a figure of the Virgin, while two escutcheons will bear respectively the arms of Belgium and the United States. Along the base of the slate roof will run a stone balustrade, worked in the form of letters, composing the following words: "Furore Teutonico diruta. Dono Americano restituta." (Destroyed by Teuton savagery. Restored by an American gift.) In a letter to the architect, Cardinal Mercier wrote: "The plans and drawings are perfect. . . . With a sense of delicacy which touched me deeply, you laid aside your American ideals, designing a building recalling the purest traditions of Flemish and Brabançonne art."



IN THE OLD LIBRARY OF LOUVAIN, TO BE REBUILT ON A DIFFERENT SITE: PART OF THE RUINS.

LOUVAIN RECONSTRUCTION: BUILDING A HOUSE AND SHOP ROUND A TEMPORARY SHOP.

This photograph shows the building of a shop round a shop, with business proceeding in the temporary shop (to left of door), while the builders are at work above.



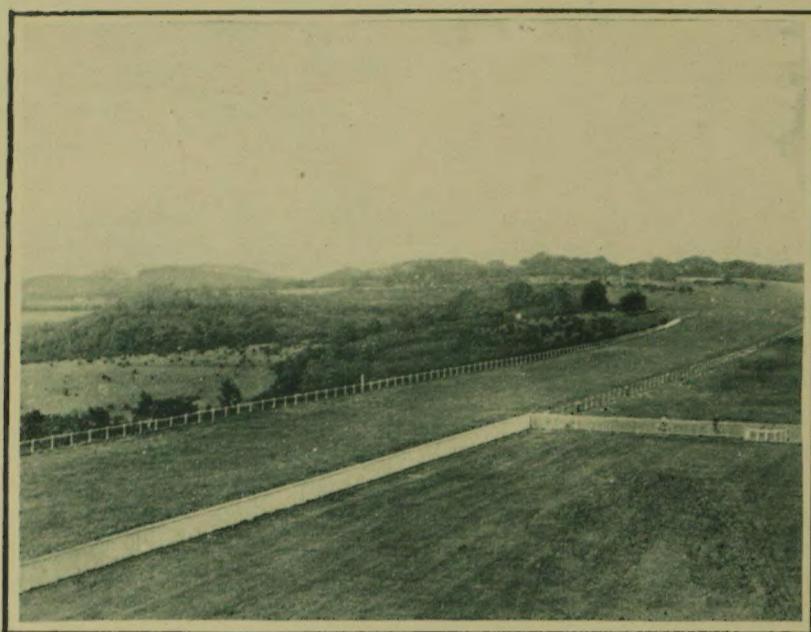
BURNT BY THE GERMANS IN AUGUST 1914: ANOTHER VIEW IN THE RUINS OF THE OLD LIBRARY.

The destruction of Louvain in the early days of the war was one of the worst acts of vandalism committed by the Germans. They entered the city on August 19, 1914, and on the 25th they set fire to it. About 200 of the inhabitants were killed and over 1500 buildings destroyed, including the University Library, the Cathedral, Theatre, School of Fine Art, and Law Courts. The famous Library, which contained some 600 manuscripts, 1000 early printed books, and about 450,000 volumes altogether, was destroyed with all its contents. Not a book was saved, and hundreds of them were irreplaceable. The American

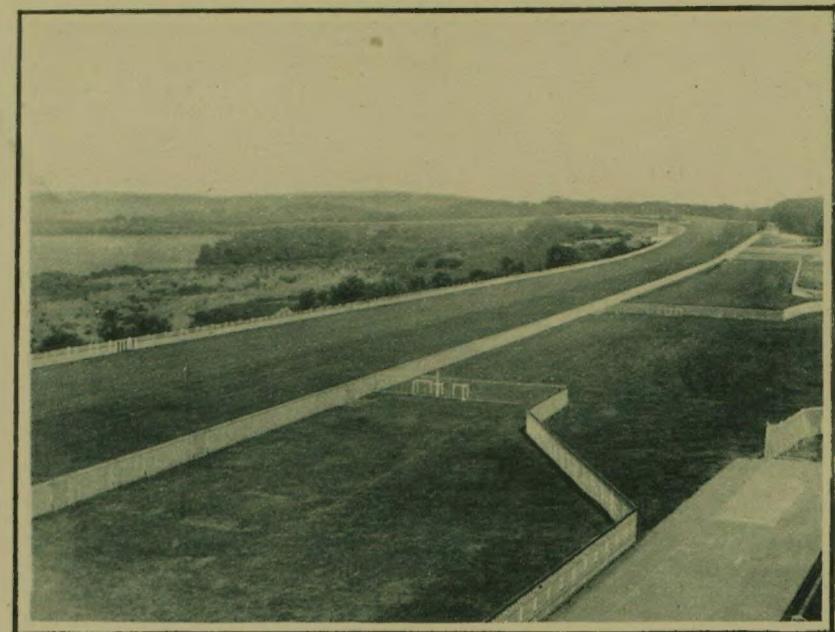
people have generously undertaken to rebuild the Library at a cost of about £150,000, and already over 40,000 books have been presented by British, French, and American friends. Mr. Guppy, of the John Rylands Library at Manchester, has been very active in this direction. The new library, of which it was arranged to lay the foundation-stone on July 28, will stand on a fine site in the Place du Peuple, the highest part of the city. The old building, of which ruined walls alone remain, had become too small. Mr. Whitney Warren, a leading American architect, assisted by Mr. Charles D. Wetmore, has designed the new Library.

## GOODWOOD: IMPROVEMENTS TO THE COURSE; THE KING'S HORSES.

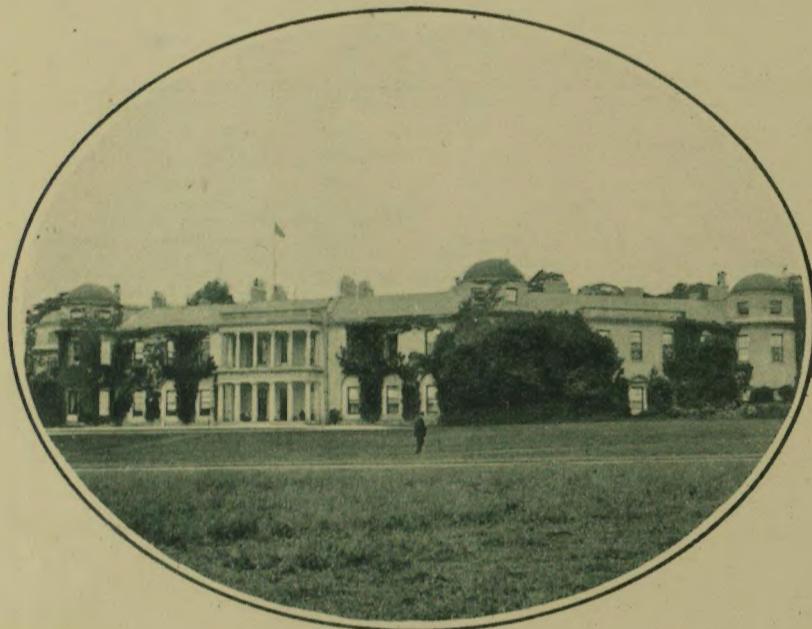
PHOTOGRAPHS BY SPORT AND GENERAL; L.N.A.; AND FARRINGDON PHOTO CO.



SHOWING THE SITE OF THE NEW NUMBER BOARD (SEEN IN THE ADJOINING PHOTOGRAPH): THE GOODWOOD COURSE AS IT WAS LAST YEAR.



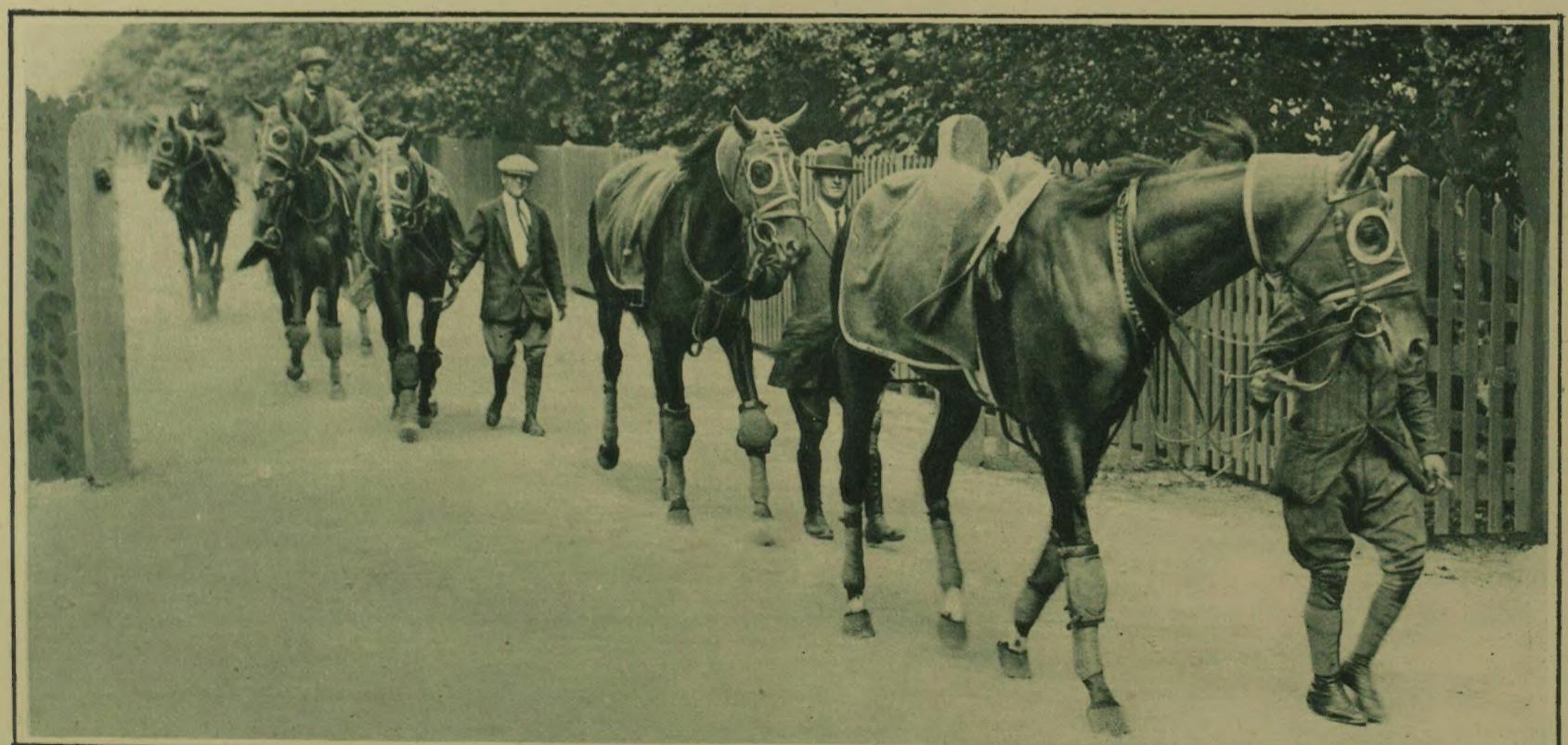
WITH THE NEW NUMBER BOARD AND NEW HALF-CROWN ENCLOSURE OPPOSITE IT (RIGHT BACKGROUND): THE IMPROVED COURSE AT GOODWOOD THIS YEAR.



WHERE THE KING WENT TO STAY DURING THE MEETING AS THE GUEST OF THE DUKE OF RICHMOND AND GORDON: GOODWOOD HOUSE.



THE CENTRE OF THE SOCIAL LIFE OF GOODWOOD DURING THE RACE-MEETING: ANOTHER VIEW OF GOODWOOD HOUSE, WITH ITS ANCIENT OAKS.



THE ARRIVAL OF THE KING'S HORSES AT GOODWOOD FOR THE RACE-MEETING: (FROM RIGHT TO LEFT) PERFECT KNIGHT, WILL SOMERS, JOHN GREEN, LEMONADE, AND TORMENT.

The Goodwood meeting, which opened on Tuesday, July 26, was as interesting as any of its predecessors, and several improvements had been made on the course for the comfort and convenience of spectators, notably a new number board and a new half-crown ring for the public. As in previous years his Majesty the King motored down on the Monday from Buckingham Palace to be the guest of the Duke of Richmond and Gordon at Goodwood House during the meeting. His Majesty was accompanied by the Marquis de Soveral, and other members of the house-party included the Duke and Duchess of Northumberland,

the Marquess of Cholmondeley, Earl of Coventry, Earl of Jersey, Earl of Durham, Earl of Cavan, Earl of Enniskillen, Lord Marcus Beresford, and Lord Esmé Gordon-Lennox. The Queen was not present, as her Majesty never attends Goodwood Races. The King's horses engaged at the meeting included Perfect Knight, Will Somers, John Green, Lemonade, and Torment. The Stewards' Cup, for which Lord Londonderry's Glanmerin had been a hot favourite, was won by Mr. J. Baylis's Service Kit, a twenty-to-one outsider. The winner was trained by Beatty, and ridden by T. Weston.

## "BOND STREET" ABOARD A LINER: SHOPPING ON THE HIGH SEAS.

DRAWN BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU.



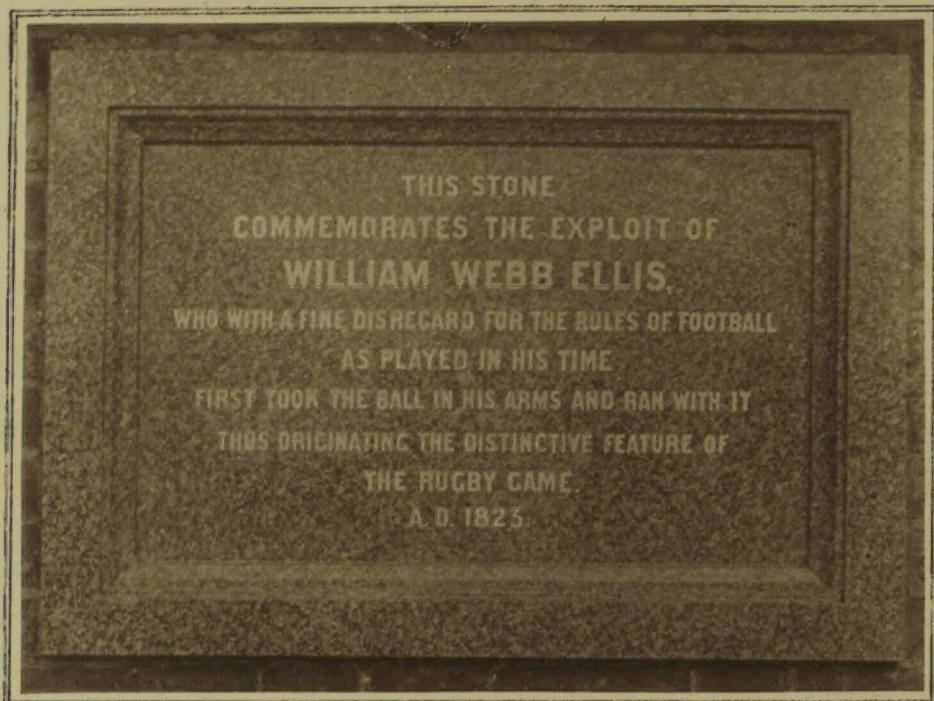
WOMAN'S CHIEF DIVERSION STILL AVAILABLE AT SEA: CUSTOMERS AT AN R.M.S.P. LINER'S MAGASIN; AND PEDLARS WHO BOARD THE SHIP AT MADEIRA AND BAHIA.

The modern ocean liner is equipped with almost every convenience which can be found on dry land, and passengers who have forgotten at the last moment to purchase various items in their shopping list find no difficulty in making good the deficiencies. The large drawing shows the "store" on the deck of the R.M.S.P. "Avon," en route for South America, where everything can be bought, from picture post-card albums to hats and shoes. "Bargains" of various kinds—and quality—can also be secured from the pedlars who invade the ship at stopping

places. The small sketches at the top of the picture show the vendors of Spanish shawls, combs, and fans who come aboard at Madeira. "At first," writes our artist, "they sneer at offers of many pounds, but as the boat is on the eve of departure, their prices drop to shillings." The small sketch at the bottom of the picture shows one of the marmoset and parrot merchants of Bahia, offering pets which, our artist says, "the unwary may purchase!"—[Drawing Copyrighted in the United States and Canada.]

## THE GREEK WAR; AND OTHER ITEMS OF INTEREST RECORDED.

PHOTOGRAPHS BY CENTRAL NEWS AND G. E. OYER.

IN MEMORY OF THE MAN WHO FIRST RAN WITH THE BALL IN RUGBY FOOTBALL :  
A TABLET COMMEMORATING MR. W. WEBB ELLIS.NO PLAY, OWING TO RAIN: TWO ENTHUSIASTS WAITING IN VAIN FOR  
THE FOURTH TEST MATCH AT MANCHESTER, WHICH WAS POSTPONED.BOMBARDING THE TURKS IN ASIA MINOR: A BURSTING SHELL FROM THE GREEK  
FLEET IN ACTION.IN THE TRENCHES BEFORE AFIUN-KARAHISSAR: GREEK INFANTRYMEN FIRING  
WITH A WEAPON AKIN TO OUR LEWIS GUN.A SYLVAN SCENE IN A HYDE PARK GLADE: A PERFORMANCE  
OF "THE HAPPY HEART" BY CHILDREN OF THE LEAGUE OF ARTS.DARTFORD GIRL-GUIDES AS CLASSICAL DANCERS: A GRECIAN SCENE IN SIR SAMUEL WARING'S  
GROUNDS AT FOOTS CRAY.

Notable Greek successes are reported in the recent actions against the Turks in Asia Minor, and Afium Karahissar, a fortress and important centre of communications, 60 miles east of Ushak, the Greeks' southern base, has now been occupied. King Tino has gone to the front, and a Greek Order of the Day issued at the opening of the offensive states: "Our Generalissimo, glorious and covered with laurels, the King of our glorious Army, will lead you. His eagle eye will watch over you everywhere."—The centenary of Rugby football takes

place in 1923, and a committee of the Old Rugby Society are making arrangements with the Rugby Union to celebrate it. The innovation of running with the ball was introduced in the latter half of 1823, by Mr. W. Webb Ellis. Our photograph shows the marble tablet to his memory on the Headmaster's garden wall, which states that he "with a fine disregard for the laws of Rugby football, as played in his time, took the ball in his arms, and ran with it, thus instituting the distinctive feature of the Rugby game."

## ONE OF THE THREE HARDEST-WORKED MEN IN ENGLAND.

PHOTOGRAPH BY ARTHUR APPLAULP.



DICTATING AS HE WALKS: OUR EVER-BUSY PREMIER, MR. LLOYD GEORGE.

Possibly, the King, the Prince of Wales, and the Prime Minister are the three most hard-worked men in the democratic Britain of to-day. Owing to the multitude of their public engagements, and the great variety of problems which call for their consideration by day and by night, often at very short notice, they have little or no time for leisure. As is well known, the Prime Minister almost

invariably takes a full bag of official minutes away with him over week-ends, even when going golfing; and during the strenuous times of the recent coal crisis, and the present Irish negotiations, he has had the additional strain of semi-official "conversations" breaking into his few hours of leisure. During the present Bank Holiday week-end, he may succeed in taking a real rest.

## BOOKS OF THE DAY

By J. D. SYMON.

A PUBLISHER'S note accompanying a novel which is said to be the "second-best seller" of the moment in the United States, informs us that the writer, "alone amongst modern authors," was mentioned by name in Lord Grey's lecture to the Harvard Union. I had the curiosity to consult the address in question, "Recreation," delivered on December 8, 1919, and published last year in this country by Messrs. Constable. There it appears that Lord Grey, after recommending the Harvard men to keep one or two old masters always in hand, went on to say—

That my advice may not be entirely academic I will recommend you at any rate one good modern novel. Its name is "The Bent Twig," the authoress is Dorothy Canfield, and I can tell you nothing except that she is American; but the book seems to me one of the best pieces of work in novel-writing that has come under my own observation recently.

Any bookseller who omitted to make use of such singular Ambassadorial praise in furthering a new work by the same author would consider that he ought to cashier himself, and it is possible that Lord Grey's appreciation has helped to establish Miss Canfield's vogue in her own country; but her latest work, "THE BRIMMING CUP" (Jonathan Cape; 8s. 6d.) has merits that make it independent of accidental advertisement. Of these later. Meanwhile, as an amusing instance of the way in which one current book may illustrate another unintentionally, I am tempted to quote some remarks on the qualities and chances that push a book into recognition across the Atlantic, and possibly not there alone. Curiously enough, this work is issued also by Mr. Cape, who in giving English readers "PREJUDICES," by H. L. Mencken, has added to the gaiety, if not to the dignity, of literary criticism.

The criterion of truth applied in the United States to the novel is not, it would appear, the criterion of the artist, but that of a newspaper editorial writer. "The question is not, Is it in accord with the profoundest impulses and motives of humanity? but, Is it in accord with the current pishposh?" Mr. Mencken does not favour us with a glossary, and the use of "pishposh," of which amazing word he is very fond, might puzzle mere unsophisticated Europeans, did he not mercifully add a line that gives at least an inkling of his meaning. "Accord with the current pishposh" seems to be a "falling into step with the procession of the moment." Like much else in "Prejudices," it is the bizarre phrasing rather than the idea that is new. But from his slashing oddities I can promise you constant amusement and occasional instruction in how not to do it.

Another of Mr. Mencken's side-lights should be focussed on the commercial use of Lord Grey's Harvard address, although our critic loathes the academic—"the campus Walkleys and Archers." (Query: is a "campus" Walkley or Archer conceivable?) His stock example of an author rescued from obscurity by accidental praise is "the notorious Nathan affair." Mr. George Jean Nathan (why not George J.?) we are assured, "is the only American dramatic critic worth reading; he knows far more about the theater [sic] than all the honorary pall-bearers of criticism rolled together." G. J. N. was despised

and rejected until one day Mr. Gordon Craig "issued a bull praising Nathan," whose astute publisher rushed out "100,000 copies of the Craig encomium," and the trick was done. Hostility recanted. Nathan, formerly condemned as "too spoofish," suddenly "began to acquire merit." Mr. Mencken Menckenises the text of the Bull: he mocks the facile conversion of the public. "The childish mass of superstitions passing for civilised

credits with but one new and true joke, "No more privacy than a gold-fish." Mr. Cobb comes off far better *viva voce* than on the printed page, but Mr. Mencken, as a "literary" critic, is not concerned with the spoken word.

To return to "The Brimming Cup," the success of that novel may very well depend in part on its "accord with the current pishposh," for it evidently reflects the mentality of the more sensitive and intelligent American woman of today; but that is not the only reason. It has an individual style, and expresses a curious blending of Transatlantic and European culture. To that extent it may be autobiographical, for Miss Canfield (Mrs. J. R. Fisher) was educated in Italy and in France. She took part in relief work in Paris during the war, and has now returned to Vermont, where she lays the scene of her story, an old theme in a new setting. The heroine, Marise, a musician with a European background of that somewhat conventionally soulful intellectuality—a dash of Renaissance enthusiasm and advanced bookishness—common to her type, has made a love match in Rome and has settled down to domesticity in Vermont. Her painful introspectiveness seems to have been lulled during eleven years of happiness, but it awakens at the tempting of a polished and hollow theorist, Vincent Marsh, who suggests that Marise, the house-mother, is not fulfilling her destiny, which he identifies with himself. The story of Marise's self-torment and escape supports its essential thinness on a series of episodes, often vivid and picturesque, illustrating life in a lumber district of Vermont. Marise's children, Ely, Paul, and Mark, are charming little people, sufficient in themselves to baulk preposterous Mr. Marsh, who is the one failure in character-drawing. Miss Canfield makes her reader "think, feel, and, above all, see" (Mr. Conrad's desiderata), and it is not difficult to detect the qualities of her writing and thought that led Lord Grey to commend an earlier novel.



THE "NAVAL HOLIDAY" QUESTION: AN AMERICAN DISPLAY OF BOMBING SUBMARINES FROM AIRCRAFT.

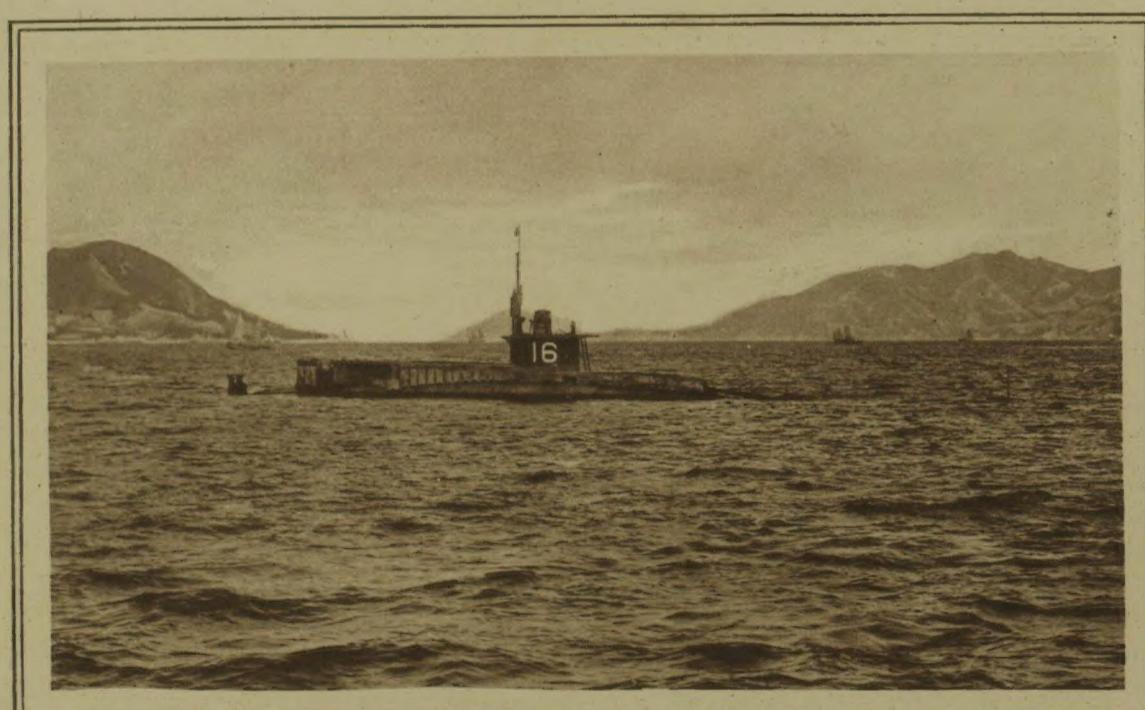
The United States Naval and Flying Services recently gave a demonstration of sinking submarines by bombs from aeroplanes. The photograph shows three machines bombing the ex-German submarine "U 117."

Photograph by James's Press Agency.

opinion in America was turned inside out in one night by one authoritative foreign voice." He adds, with exquisite candour, "I have myself been a figure in the same familiar process." This frank

A vexed question of Byron biography has been settled, one hopes, for ever, with the re-issue of the late Lord Lovelace's "ASTARTE" (Christophers; 18s.) edited with additions by Lady Lovelace. The vindication of Lady Byron is the essential part of the book, but students of the poet will hold in equal value the author's use of recondite learning to illustrate the Byronic temperament.

Possibly heredity accounts for Lord Lovelace's exceptional power to thread that "labyrinth of irreconcileables," the character of his grandfather, to whom, forced by a sense of justice to Lady Byron, he has had to play by implication the part of devil's advocate.



THE "NAVAL HOLIDAY" QUESTION: THE "MYSTERY" JAPANESE SUBMARINE "NO. 16," DESIGNED FOR DEEP DIVING.

The Japanese submarine "No. 16," completed last year, is an experimental boat designed for deep diving, very strongly built, with many novel features. Her displacement is 400 tons, and speed 13 knots. She is armed with four torpedo-tubes.

Photograph exclusive to "The Illustrated London News."

avowal may perhaps condone his engaging impertinences. No respecter of persons, Mr. Mencken writes a touching obituary of "The Late Mr. Wells," pillories Mr. Shaw as "The Ulster Polonius," and applies the Belshazzar judgment to Mr. Irvin Cobb, "The Heir of Mark Twain," whom he

6s.), by Mr. Stanley Casson, who had charge of the work. The brief essay—a "Hellenic Study," somewhat in the manner of Mr. J. A. K. Thomson—is illustrated with woodcuts by Phyllis Gardner, and forms a small but welcome addition to Rupert Brooke bibliography.

More fortunate than Byron, Rupert Brooke rests for ever on Greek soil, "forever England." The placing of a monument on his island grave is commemorated in "RUPERT BROOKE AND SKYROS" (Elkin Mathews;

## IN THE POSSESSION OF JAPAN: SURRENDERED GERMAN SUBMARINES.

PHOTOGRAPHS EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS."



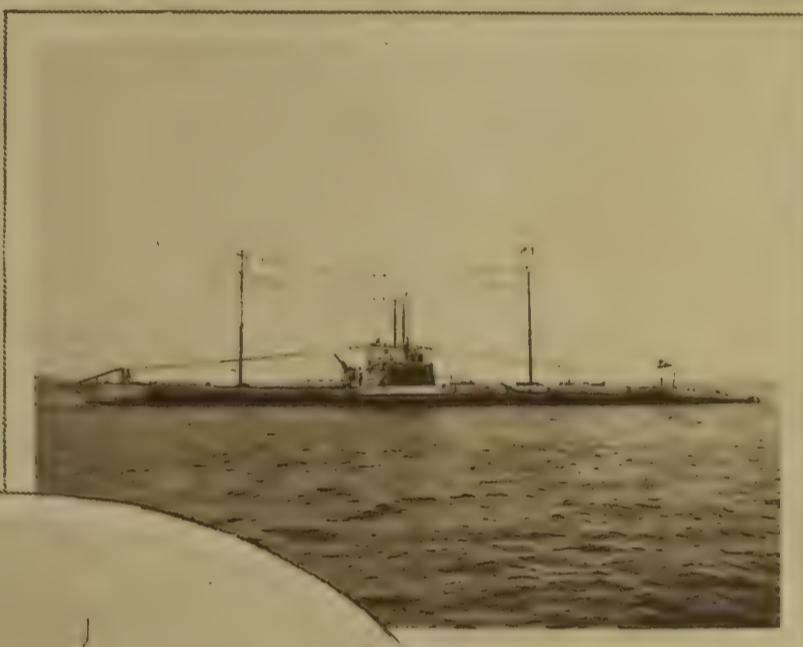
A LARGE EX-GERMAN SUBMARINE NOW UNDER THE JAPANESE FLAG: THE "O.1" (FORMERLY "U.125"), OF 1163 TONS, COMPLETED IN 1918.



HANDED OVER TO JAPAN UNDER THE TERMS OF THE PEACE TREATY: SUBMARINE "O.5" (FORMERLY THE GERMAN "U.C.99").



FORMERLY THE GERMAN "U.C.90": SUBMARINE "O.4" IN JAPAN.



RE-NAMED BY JAPAN AS THE "O.6": THE EX-GERMAN "U.B.125".



WITH A CRUISING RANGE OF 11,250 MILES: SUBMARINE "O.2" (EX-GERMAN "U.46") IN JAPAN.

RE-NAMED BY JAPAN AS THE "O.7": THE EX-GERMAN SUBMARINE "U.B.143."



AN EX-GERMAN SUBMARINE NOW IN JAPANESE HANDS: THE "O.3" (FORMERLY THE "U.C.55").

Great interest attaches to everything connected with the Japanese Navy, in view of the proposed conference at Washington on disarmament. The above photographs show seven surrendered German submarines which were handed over to Japan under the terms of the Peace Treaty, it being arranged that they should be destroyed by July or August of this year. The "O.1" (ex- "U.125"), completed in 1918, represents one of the latest German war types. She has a displacement of 1163 tons, speed of 15 knots, and cruising endurance of 11,500 miles. She is armed with one 5·9-in. gun, 4 torpedo-tubes, and 24 mines, the latter being ejected from chutes in the stern. The "O.2" (ex- "U.46") has a

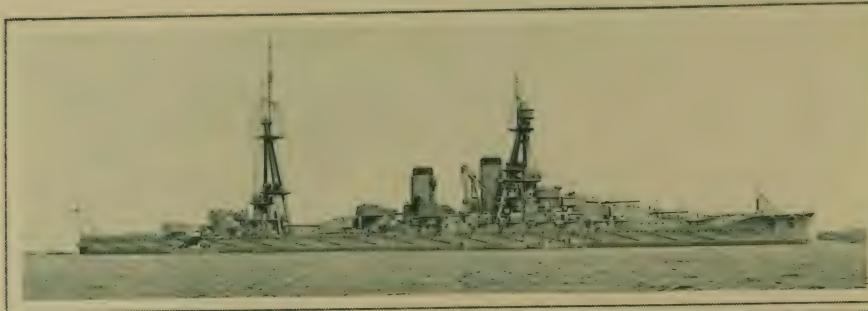
displacement of 725 tons, speed of 15½ knots, and cruising range of 11,250 miles. She carries one 4·1-in. gun and 6 torpedo-tubes. Details of the others are as follows: "O.6" and "O.7" (ex- "U.B.125" and "U.B.143")—displacement, 516 tons; speed, 14 knots; cruising range, 9000 miles; armed with one 4·1-in. gun and 5 torpedo-tubes. "O.3" (ex- "U.C.55")—displacement, 715 tons; speed, 17 knots; cruising range, 9500 miles; armed with one 4·1-in. and one 3·4-in. guns, and 4 torpedo-tubes. "O.4" and "O.5" (ex- "U.C.90" and "U.C.99")—displacement, 491 tons; speed, 11½ knots; cruising range, 9850 miles; armed with one 4·1-in. gun, 3 torpedo-tubes, and 14 mines, dropped from chutes in the bows.

## WILL JAPAN AGREE TO A "NAVAL HOLIDAY"? THE LATEST

PHOTOGRAPHS EXCLUSIVE TO "THE

## RESULTS OF HER GREAT SHIP-BUILDING PROGRAMME.

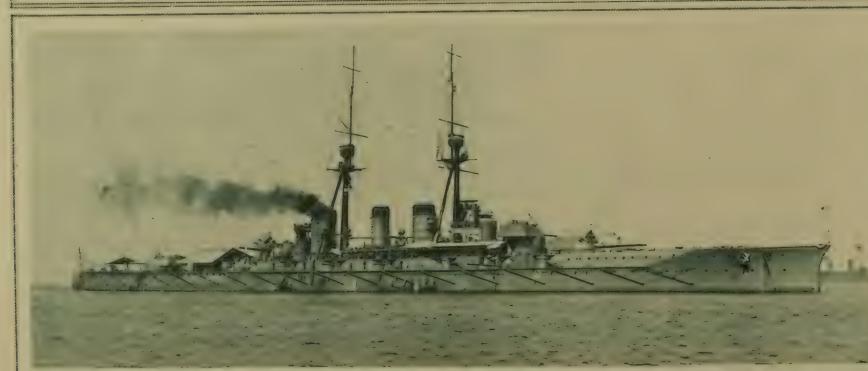
ILLUSTRATED LONDON NEWS."



CARRYING TWELVE 14-INCH GUNS: THE JAPANESE BATTLE-SHIP "ISE" (31,260 TONS), COMMISSIONED IN MARCH 1918, A SISTER-SHIP TO THE "HIUGA."

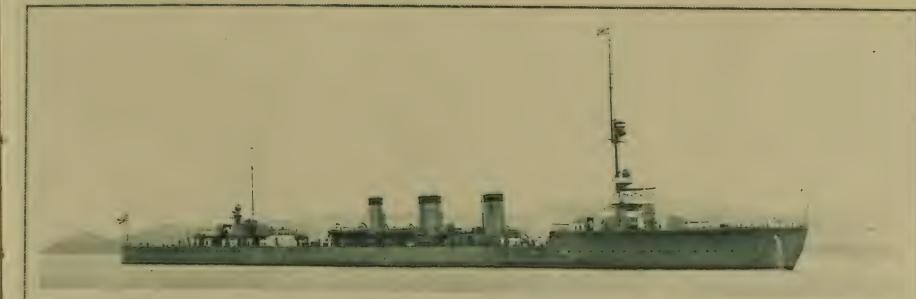


THE LARGEST BATTLE-SHIP AFLOAT: THE "NAGATO" (33,800 TONS), WITH EIGHT 16-INCH GUNS, COMMISSIONED LAST JANUARY AS FLAG-SHIP OF THE FIRST FLEET.

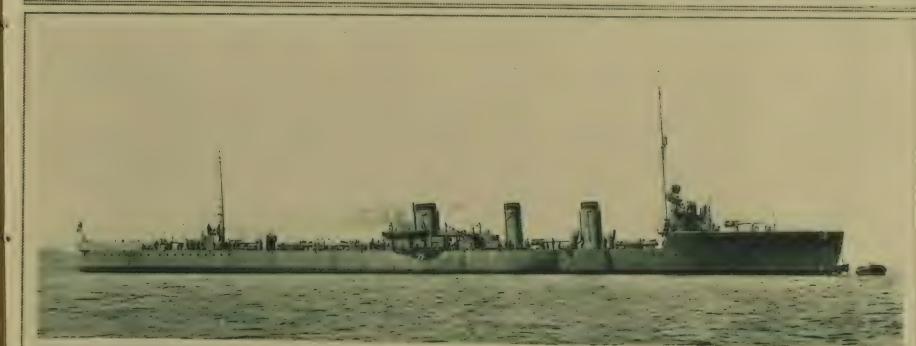


BUILT IN ENGLAND: THE JAPANESE BATTLE-CRUISER "KONGO" (27,500 TONS), WITH ARMAMENT INCLUDING EIGHT 14-INCH GUNS, AND A SPEED OF 27½ KNOTS.

No Power is more closely concerned than Japan in the question of the limitation of naval armaments, popularly termed a "naval holiday." The Japanese Government, it may be recalled, accepted President Harding's recent invitation to an International Conference in Washington on the subject of disarmament, but raised certain questions as to the scope of the proposed preliminary discussion of political problems affecting the Pacific. In reply to a question in the House last April, it was officially stated on behalf of the Admiralty that Japan's programme of new construction comprised 7 battle-ships, 8 battle-cruisers, 4 cruisers over 7000 tons, 22 light cruisers under 7000 tons, 36 destroyers of 2000 tons and over, 34 destroyers under 1000 tons, 5 river gun-boats, and an unknown number of submarines and auxiliary vessels. As regards the displacement, speed, and armament of capital ships, it was stated that there will be one ship of 33,800 tons, 23 knots, eight 16-inch guns, and two torpedo-tubes; two of 40,600 tons, 23 knots, with



THE FIRST LARGE JAPANESE WAR-SHIP TO BE OIL-DRIVEN: THE LIGHT CRUISER "TATSUTA" (3500 TONS), OF A TYPE SIMILAR TO OUR "ARETHUSA" CLASS.



A FLOTILLA LEADER: THE JAPANESE DESTROYER "AMATZUKAZE" (1230 TONS), WITH A SPEED OF 34 KNOTS, CARRYING FOUR 4.7-IN. GUNS AND SIX TORPEDO-TUBES.



THE LATEST TYPE OF JAPANESE SUBMARINE, CLOSELY RESEMBLING THE BRITISH "L" BOATS: "NO. 26" (550 TONS), WITH A CRUISING RADIUS OF 7500 MILES, COMPLETED 1921.

eight 16-inch guns, and four torpedo-tubes; and two of 43,600 tons, 33 knots, with eight 16-inch guns, and eight torpedo-tubes. The "Nagato" (a sister-ship of the "Mutsu," since launched) is the largest battle-ship afloat, as distinct from battle-cruisers, among which "H.M.S. Hood" is larger. Besides her eight 16-inch guns, the "Nagato" carries twenty 5½-inch and eight torpedo-tubes. The "Ise" carries twelve 14-inch, and twenty 5½-inch guns, with six torpedo-tubes. Both have a speed of 23 knots. The battle-cruiser "Kongo" has eight 14-inch guns, sixteen 6-inch, and eight torpedo-tubes. She has three sister-ships, the "Hi-Yei," "Haruna," and "Kirishima." The light cruiser "Tatsuta," a sister-ship of the "Tenryu," carries four 5½-inch guns and six torpedo-tubes. The submarine "No. 26" is armed with one 12-pounder gun and four torpedo-tubes. The Japanese programme of naval construction, introduced in 1916-17, was enlarged last year.

## THE UNITED STATES AND A "NAVAL HOLIDAY": AMERICAN WAR-SHIPS.

PHOTOGRAPHS SUPPLIED BY JAMES'S PRESS AGENCY.



BATTLE PRACTICE IN THE UNITED STATES ATLANTIC FLEET OFF CAPE CHARLES: DESTROYERS FIRING ON THE EX-GERMAN SUBMARINE "U 17"—  
(INSET) THE U-BOAT SINKING AFTER THE SMOKE OF THE BOMBS HAD CLEARED AWAY.



BATTLE-SHIPS OF THE UNITED STATES NAVY STEAMING IN LINE AHEAD: THE "PENNSYLVANIA" (COMPLETED IN 1916), "FLORIDA" (1911), "NORTH DAKOTA" (1910), AND "DELAWARE" (1910).

President Harding's invitation to the Powers to an International Conference at Washington, to discuss the limitation of armaments and the political situation in the Pacific, is a great step forward in the direction of world peace and a reasonable organisation of human affairs. It is the more interesting, as the American Government itself has since the war been making a bold bid for naval supremacy. In the 1920-21 edition of "Brassey's Naval and Shipping Annual," we read: "The United States Navy issued from the war more powerful than any navy in the world with the exception of our own. It is in progress of rapid

expansion through the execution of the shipbuilding programme of 1916, which has been described as 'the first far-reaching constructive programme in the history of the Republic,' though it suffers from serious difficulties in the raising and maintaining of its personnel. . . . Under the programme of 1916, sixteen capital ships are under construction, ten of them battle-ships and six battle-cruisers, and these, with nineteen existing Dreadnoughts and at least twelve pre-Dreadnoughts, will give a total of nearly fifty capital ships in 1925. It is important to notice that, of the Dreadnought fleet of thirty-five units, sixteen

[Continued opposite.]

## WILL THE GROWING U.S. FLEET BE LIMITED? THE ATLANTIC FLAG-SHIP.

PHOTOGRAPH SUPPLIED BY JAMES'S PRESS AGENCY.



THE FLAG-SHIP OF THE UNITED STATES ATLANTIC FLEET: THE BATTLE-SHIP "PENNSYLVANIA"  
(COMPLETED IN 1916) SEEN ASTERN OF THE U.S.S. "HENDERSON."

*Continued.*

ships will mount 16-inch guns, and eleven others 14-inch guns. The sixteen ships mounting the heaviest guns will be enough when they are completed to ensure to the United States Navy the first position among the fleets of the world, unless there should be a new British programme carried out expeditiously. . . . The General Board of the Navy prepared a programme for a further expansion of the Fleet, to be initiated in 1921." Of the large ships illustrated on these pages, the "Pennsylvania" (31,400 tons), a sister-ship of the "Arizona," was

completed at Newport News in 1916. She carries twelve 14-inch guns, twelve 5-inch, and lesser armament. The "Delaware" and "North Dakota" (20,000 tons each) were completed in 1910. Their main armament is ten 12-inch guns. The "Florida" (21,825 tons) was completed in 1911, and also carries ten 12-inch guns. After the war the United States Navy was divided into two fleets of about equal power, one for the Atlantic and one for the Pacific. The Panama Canal enables them to be within supporting distance of each other.

## SOLAR TOPEES AND WHITE "DUCKS" IN A LONDON CROWD: EFFECTS OF THE HEAT WAVE ON COSTUME.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER, R.O.I.



## LONDONERS ADAPTING THEMSELVES TO TROPICAL CONDITIONS: A TYPICAL CROWD AT CHARING CROSS: SHOWING MEN AND WOMEN TRYING TO KEEP COOL.

The attempts of the convention-bound Londoner to combat the tropical weather of the past few weeks have created some curious contrasts in the streets, and our artist, Mr. Spurrier, shows a typical crowd at Charing Cross during the heat-wave. On the left of the picture we see a horse made comfortable by its driver, with a straw sun-bonnet; and a girl and a man in the lightest of summer apparel, quite tropical in its coolness, an effect which is enhanced by the Indian gentleman in the turban, who doubtless is congratulating himself that England is not quite so cold as he thought it was going to be. The dear old lady of the early Victorian period is too conservative to make any concessions to the weather, but an American gentleman has characteristically discarded his coat and walks forth in shirt and trousers. In the foreground a girl is crossing the road clad in one of the light cretonne dresses which have recently become

so popular with the fair sex; but a business man is seen in the top-hat of the City which even the scorching sunshine cannot persuade him to discard. In a car a man in white has wisely reverted to the "solar topee" which he has probably worn under Eastern skies. It is interesting to note that some experiments made with a thermometer, a man, and a variety of hats, claim the straw hat, either "boater" or Panama, or straw Homburg, to be the coolest head-gear for men, whilst the top-hat and "bowler" were not nearly so hot as anticipated. A policeman's helmet, an ordinary tweed cap, and a yachting cap were the three hottest varieties tried. Another experiment showed that, whilst an average summer dress for a woman weighed only 9½ ounces, a man's lightest outfit weighs 4 lb. 15 oz.—[Drawing Copyrighted in the United States and Canada.]

## THE WORLD OF THE THEATRE.

By J. T. GREIN.

ONCE more I am on the Continent, and I have time to reflect on things of the theatre. And these reflections, especially after talking to

first-rate; the producer was Leon M. Lion, who is second to none; the whole thing was a big success in the good cause of charity, and found great favour except with certain journalists who cannot forgive a critic for practising what he preaches, with no ulterior motive but the widening of our horizon and the development of our theatre.

Now, what had I to report to my listener on the material side of the question? These astounding facts. The workmen who attended this little matinée charged for labour, including one dress rehearsal, some £60; the paraphernalia, none too numerous, cost £12; and the good Christian who supplied the furniture for twenty-four hours exacted 12 guineas. As the Prince of Wales's Theatre is full of its own furniture and scenery, and could not be cumbered

with our baggage, we had to carry the scenery twice to and fro to the sheds, for which a little bill came in for £21. Grand Finale: Although the artists gave their services; the managers of the theatre, Messrs. Yearsley and de Groot—to whom herewith my hearty thanks are tendered—offered house and lighting for nothing; although the honorary business manager, Mr.

Clifton Alderson, as well as the gifted producer, worked for glory, and everybody else did likewise, the sum total of the expenditure, not counting advertisement, worked out to something near £150. And this for one matinée and one dress-rehearsal of two little plays with a cast of altogether eight characters!

Can you wonder at it that, under these circumstances, the pioneers, whether they be a body or a man, should shy like frightened horses? Can you wonder at it that my interlocutor had what in slang we call "nearly a fit" and



MISS LEE WHITE WITH MR. CLAY SMITH AND A PIANO: A SCENE IN "PUSS! PUSS!" AT THE VAUDEVILLE THEATRE.

Continental men, are not altogether cheerful with regard to the state of things in London.

I saw in Brussels one of the leading men of the Royal Theatres, richly endowed by a Government which does not consider money spent on Art useless nor squander millions on purposes which every business man could obtain for a fifth of the outlay. I told my friend, who knows London as well as I do, of London rents, and he shuddered. He knows very well that, even in these days, you can build a theatre for £60,000 in London, provided always that you have an architect who knows his business and is not a spendthrift; and that, therefore, £150 a week is ample, and that which is above is waste. But when I told him of a little experience of mine, the very day before I left London, I had to take him to the nearest Bodega to fortify his senses on a broiling day with a Porto Blanc, lest he should have fainted on the spot.

I told him how I had given a performance of Louis Parker's playlet "Typho," and of one of the most charming comedies I had ever come across in Dutch literature, which Michael Orme had adapted under the title of "The Doctor of Dreams." The artists were all



RETURNING TO THE STAGE IN COMEDY WHEN SHE CAN FIND

A PLAY: MISS LILY ELSIE, OF "MERRY WIDOW" FAME.

Miss Lily Elsie, the "Merry Widow" who took theatre-going London by storm in 1907, and left the stage in 1911 to marry Mr. Ian Bullough, a wealthy landowner, is returning to the stage shortly, "if she is lucky enough to discover a good play." Her last regular appearance was in "The Count of Luxembourg," but she acted during the war for charities.—[Photograph by Central News.]

exclaimed with a gasp: "But for that sum we run a theatre for a week in Belgium, all charges included. Fr. 7500—it is a word!"

Lastly, can you wonder at it that I, who paid the piper, in my turn responded with Dumas' famous final word of "Les Danocheffs": "Je dis que si l'on racontait cette histoire à Paris, on ne la croirait pas"? Verily, the whole business of our theatre as a working machine from cog-wheel to fly-wheel cries out for reform. There is something rotten in the State of Denmark when art must go begging and starving because labour and all the rest of the leeches that prey on our theatre grow fat and "do not care a tinker's cuss" whether our drama goes to the dogs or to Limbo, so long as they get the shekels wherewith to garnish their fleshpots of Egypt.



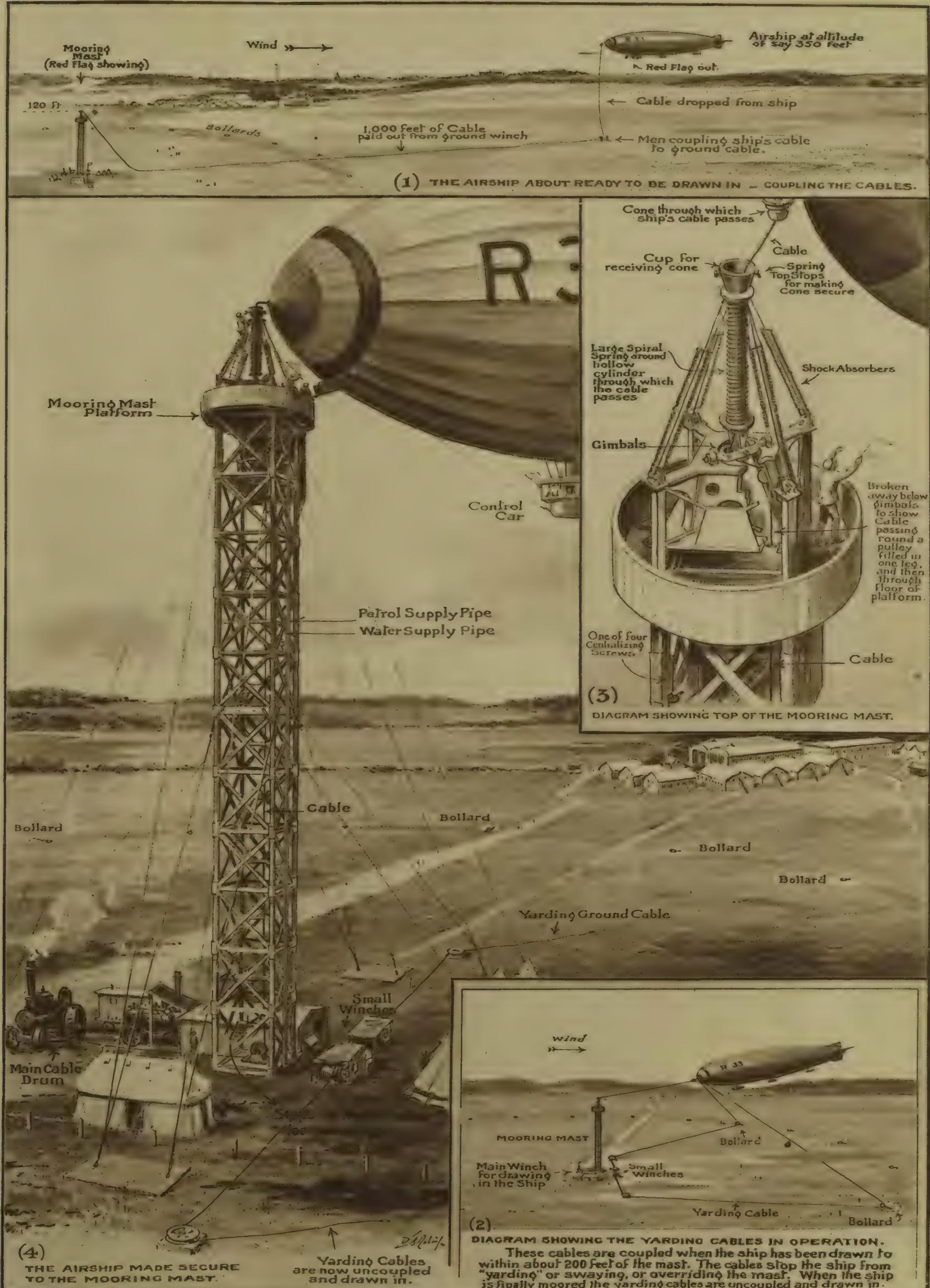
CONDUCTING A JAZZ BAND ON THE STAGE: MISS SARI PETRAS IN "THE GIPSY PRINCESS," AT THE PRINCE OF WALES'S THEATRE.

The photograph shows Miss Sari Petras conducting; with Mr. Billy Leonard playing the oboe, and Mr. Mark Lester the double bass.

Photograph supplied by Stage Photo. Co.

## AT ANCHOR IN THE AIR: AN AERIAL LINER AT HER MAST.

DRAWN BY W. B. ROBINSON.



## WITH STEPS FOR PASSENGERS AND CREW TO CLIMB TO THE GONDOLAS: AN AIRSHIP MOORED AT CROYDON.

Our illustration shows the arrangements made at the Croydon Aerodrome for the safe mooring in mid-air of the largest airships, and for the embarkation and disembarkation of the passengers of the floating craft. The mooring-mast is seen to the left of the picture, showing the staircase inside, by which access to the airship may be gained; and on the right is a diagram showing in operation the cables which draw the airship to the mast. Until the ship indicates that she is ready to be drawn in, a red flag is shown from the control car, and another on the platform on top of the mooring-mast. White flags are substituted when all

is ready. When ready, at about 500 feet up the ship drops her cable, and this is coupled to 1000 feet of ground cable, which has already been laid out from the mooring-mast—as shown in Diagram 1. at the top of the picture. The Grissell Prize, an annual award and a gold medal, given by the Royal Institute of British Architects, is offered this year for the best design for an airship mooring-mast. It is stipulated that the mast is to have two lifts for passengers, each accommodating 10 persons, instead of the staircase shown in our illustration.—[Drawing Copyrighted in the United States and Canada.]

## "WIPE OUT THE MARK OF THE BEAST": CLEARING

PHOTOGRAPHS BY

## AND LEVELLING FRENCH AND BELGIAN BATTLEFIELDS.

F. A. TALBOT.



NO. 1. BUILDING A BONFIRE OF EXPLOSIVES NEAR PARIS PLAGE: BLOCKS OF WET GUN-COTTON ON T.N.T., CONNECTED BY CORDITE.

Photograph No. 1 shows the building of a bonfire on the sands near Paris Plage. The constituents are white blocks of wet gun-cotton, laid on a foundation of T.N.T., and sticks of cordite. To ensure that the composition will not explode, the fuses have to be skilfully buried, and a pile of 15 tons will often cover nearly 100 square yards. The numerous heaps are connected by trails of cordite. In Photograph No. 5 is shown the sequel when the bonfire has been lit. The combustible materials throw off huge and dense clouds of smoke and flame. At times the flames tear 100 ft. into the air, and on a clear night the glow can be seen from Beachy Head, about 80 miles away across the Channel. The fires are built and lighted twice a day, at low tide.



NO. 2. WHERE 100 TONS OF PROJECTILES ARE BURNED EVERY EVENING: STACKING 77MM. SHELLS.



NO. 5. AFTER LIGHTING THE BONFIRE OF EXPLOSIVES SHOWN IN NO. 1: HUGE DENSE CLOUDS OF SMOKE AND FLAME ON THE FRENCH COAST.

Photograph No. 2 shows the stacking of 77mm. shells for burning. As many as 3000 of these shells will be piled against a single ignition-trench. The bonfires are lighted at 5.40 p.m. every evening, and within an hour some hundred tons or so of shells of every description are blazing furiously. Next morning those which are found to have been burnt out are shipped as scrap metal.

NO. 3. TO ESCAPE IN A MOTOR-CAR AFTER LIGHTING THE BONFIRE: A MAN WITH A TORCH.

The adjoining photograph on the right (No. 6) shows another method of "killing" a large smoke-shell. Sometimes the ordeal of fire fails to destroy the phosphorus contained in the projectile, and then stood on its base and filled with water. Chemical reaction immediately sets in, and in a few minutes the dangerous contents of the shell will have been completely consumed by this means.



NO. 3. TO ESCAPE IN A MOTOR-CAR AFTER LIGHTING THE BONFIRE: A MAN WITH A TORCH.

Photograph No. 3 shows one of four men specially chosen to light the bonfires, with a burning torch. He must work rapidly, for though the danger of explosion is remote the smoke is suffocating. Within half a minute huge columns of smoke arise and roll down the valley to Ypres. A motor-car waits near, ready to race away with the men to a point a mile distant. A notice board bears the warning, "Danger de Mort." Photograph No. 4 shows the biggest shell broken down, at Westroosbeke—a giant German 38-centimetre for a gun with a range of 25 miles. It took eight men to lift it into the air. The upper half is a false "nose" of steel to assist penetration. The shell seen being lifted behind it has been perforated by a flying fragment.



NO. 6. WHEN FIRE FAILS TO DESTROY PHOSPHORUS CONTAINED IN IT: "KILLING" A SMOKE-SHELL WITH WATER CAUSING CHEMICAL REACTION.



NO. 4. THE BIGGEST PROJECTILE BROKEN DOWN: A GIANT GERMAN 38CM. SHELL, 9 FT. HIGH, AND WEIGHING OVER 1600 LB.



NO. 8. EXTRACTING FERTILISING NITRATE FROM HIGH-EXPLOSIVE SHELLS: THE WASHING-OUT PLANT FOR 6-INCH SHELLS, INTO WHICH A JET OF HOT WATER IS INJECTED OVER A TROUGH.

Photograph No. 8 shows how water, as well as fire, is employed for dealing with the contents of old German shells and other unexploded bombs, especially when they contain ingredients that can be separated, and are of commercial value for other purposes. In this photograph is seen a washing-out plant for 6-inch high-explosive shells. The shells are laid over a trough, where a jet of hot water is injected into each, in order to dissolve out of them the soluble ammonium nitrate which carries with it the T.N.T. The liquor flows back into tanks, where the T.N.T. settles to the bottom, and is afterwards drawn off. The liquor is passed through the machinery illustrated and is subsequently evaporated so as to deposit the ammonium nitrate in the form of crystals, which can be sold as a fertiliser. The length of the washing-out operation, it may be mentioned, varies according to the calibre of the shell. Thus, an 18-pdr. can be washed in about a minute, but the time of the machinery illustrated in the photograph, but in the case of one of the large 15-inch shells, the process takes about an hour.

After the war huge quantities of German shells and other ammunition were abandoned to the Allies in France and Belgium. British enterprise is taking a large share in the disposal of this somewhat embarrassing material, sweeping up the refuse of war, rendering it harmless, and saving such portions of it as may be put to other uses. Factories covering approximately 3500 acres give employment to over 10,000 men and women, with 14 locomotives, 700 trucks, petrol tractors and large fleets of motor-cars and lorries. It is the strangest industry on earth. Seeing that some 140 different types of missiles and projectiles were recognised by the Teuton war machine, the complexity of this miscellany may be imagined. The German collapse presented us with approximately 350,000 tons of ammunition of every description, stored in the dumps and upon the battlefields of France. To us it represented dead stock—no further use for it appeared possible. It had virtually been decided to destroy it, when a young British engineer, Mr. Frank N. Pickett, well known in the electrical world, who had been busy thinking hard and conducting investigations, made a bid for the whole of the stocks. He wanted the munitions to break down, so that he might recover the steel, zinc, brass, copper, and any other materials which might be salvaged, and to turn them back into industry. It was a daring proposal, but Lord Inverforth gave instructions for the engineer's scheme to be examined, and, the ensuing report being favourable, he concluded a bargain on behalf of the country to the tune of £2,000,000 for the sale of material which had been written off for the most part, and which would have been destroyed. The contract involved the disposal of eight dumps, and a ninth was added by negotiation with the Belgian Government. Operations have been in progress for about a year, during which time over 160,000 tons of the British-owned ammunition has been broken down, and over 100,000 tons of steel from shells has been recovered and turned back to the steel-works to be wrought into a thousand-and-one articles of utilitarian value. Even the explosives have not been entirely wasted. The gunpowder has been treated to reclaim the saltpetre; while the ammonium nitrate in shell explosives is separated from the T.N.T. and sold to re-invigorate the tired soil. What cannot be re-used or is unsafe is destroyed by fire.



NO. 7. LAID IN OPPOSING LINES WITH THEIR NOSES TOWARDS A DITCH FILLED WITH WOOD AND OTHER INFLAMMABLE MATERIAL: SHELLS STACKED FOR BURNING IN HOUTHULST FOREST.

## RUSSIA OF TO-DAY IN RUSSIAN PHOTOGRAPHS: WELL-DRESSED MOSCOW.

PHOTOGRAPHS SUPPLIED BY KEYSTONE VIEW CO.



ONCE THE FASHIONABLE PROMENADE OF MOSCOW SOCIETY, AND SHOWN TO BE FREQUENTED BY COMFORTABLY DRESSED PEOPLE: A SCENE IN THE SMOLENSKI BOULEVARD, AS IT IS UNDER BOLSHEVIST RULE.



PICTURING NO SIGNS OF POVERTY OR DISTRESS: A PHOTOGRAPH OF PASSERS-BY IN THE SMOLENSKI BOULEVARD AT MOSCOW, HARDLY INDICATIVE OF THE REPORTED FAMINE CONDITIONS IN RUSSIA.

As far as can be judged from them, these Russian photographs, representing present-day life in Moscow under the Bolshevik régime, suggest little distress. The Smolenski Boulevard, which encircles the city, was formerly its fashionable promenade. It is now frequented by people of every class, but, at any rate, those shown in the photographs seem to be comfortably dressed, and move with an air of general contentment. On the other hand, very definite statements have lately been published regarding starvation and disease in large areas of the

country. The Moscow "Pravda," according to a correspondent, recently reported a complete failure of crops in South-East Russia. Thirty million people are said to be faced with famine in the region south-east of Moscow, where cholera rages, as in Petrograd and throughout Central Russia. Trotsky has been made Food Dictator. "The whole economic system of the Bolsheviks," says one writer, "is in danger of collapse. The Soviet Government will be unable to supply the Army and the towns with even the meagre rations hitherto doled out."

## WHERE TRADING IS NOW SAID TO BE ALLOWED: MOSCOW MARKETS.

PHOTOGRAPHS SUPPLIED BY KEYSTONE VIEW CO.



"FREE TRADING HAS NOW BEEN LEGALISED BY THE SOVIET GOVERNMENT, DOUBTLESS YIELDING TO PEASANT PRESSURE": SUNDAY AT THE SUKHAREVSKI MARKET IN MOSCOW—A RUSSIAN PHOTOGRAPH.



SHOWING A COMMUNIST MILITARY COMMISSIONER (IN PEAKED CLOTH CAP) ENGAGED IN PRIVATE TRADING: A MOSCOW MARKET FOR PRODUCE AND LIVESTOCK, WITH GOATS BROUGHT IN FOR SALE BY PEASANTS.

In the earlier days of the Bolshevik régime in Russia, private trading was forbidden and official measures were taken to suppress it. Markets were raided by the military authorities and dealers and customers were frequently arrested. At the same time, as recorded by Sir Paul Dukes in various contributions to this paper, much trading still went on surreptitiously. According to the information supplied with these Russian photographs, "Free trading has now been legalised by the Soviet Government, doubtless yielding to peasant pressure. Peasants

bring chickens, geese, goats, butter, and so on, for sale or barter. The soldier with peaked cloth hat (shown in the lower illustration) is a Communist Military Commissioner doing some trading. Peasants may sell their own surplus of produce, but the offerings of mere speculators are still confiscated. Organisation of producers for collective marketing is permitted, but it is not intended that non-producing profiteers shall make profit by buying at a low price and selling at a high one." As described opposite, famine is said to be rampant.

## THE ART COMMEMORATIVE: TRIBUTES TO WAR HEROES AND A KING.

PHOTOGRAPHS BY TOPICAL AND I.B.



LIKE AN OLD MARKET CROSS: A WAR MEMORIAL IN CHICHESTER, UNVEILED BY FIELD-MARSHAL SIR WILLIAM ROBERTSON (ON THE STEPS).



UNVEILED (IN THE ABSENCE OF EARL HAIG) BY A LOCAL DUSTMAN WHO WON DISTINCTION AS A SERGEANT: A NEW WAR MEMORIAL AT BECKENHAM.



PERHAPS ITS LAST WAR: THE CAMEL CORPS MEMORIAL UNVEILED BY GENERAL CHETWODE.



IN THE "HEROES" CORNER OF THE CEMETERY: THE MAYOR OF DEPTFORD UNVEILING THE BROCKLEY WAR MEMORIAL.



HONOURING HIS ROYAL FATHER: THE KING AFTER UNVEILING THE STATUE OF KING EDWARD.



COMMENORATING 203 MEN OF THE CENTRAL MARKET WHO GAVE THEIR LIVES FOR THEIR COUNTRY: THE SCENE AT SMITHFIELD DURING THE UNVEILING OF THE WAR MEMORIAL BY THE LORD MAYOR.

It is interesting to compare, on this page, some of the different kinds of War Memorials recently unveiled in various places. That of Chichester, for example, resembles the old market crosses to be found in provincial towns. The Beckenham Memorial is of the Cenotaph type. Earl Haig had originally been asked to unveil it, but, as he was unable to come, his place was taken by ex-Sergeant B. Hanscombe, D.C.M., M.M., who is a dustman employed by the Urban District Council, and was promoted sergeant on the field for bravery at Hulluch in 1915.

The Camel Corps Memorial, in the Embankment Gardens, was unveiled on July 22 by General Sir Philip Chetwode. He said that a camel corps would probably never take part in a war again, as "the ship of the desert" would be superseded by an "iron ship." The King unveiled on July 20 an equestrian statue of King Edward VII. in Waterloo Place. The sculptor (now Sir Bertram Mackennal) has been knighted. On July 22 the Lord Mayor unveiled a Memorial in Smithfield Market to 203 men connected with it who fell in the war.

*An Octagon of Teeming Humanity: The Dempsey-Carpentier Ring from the Air.*

SHOWING A CANVAS SCREEN (LEFT FOREGROUND) TO PREVENT UNAUTHORISED FILMING, AND SOME EMPTY SPACE AMONG THE 117,000 SEATS: THE ARENA AT JERSEY CITY ON THE DAY OF THE GREAT FIGHT, PHOTOGRAPHED FROM AN AEROPLANE AT 2000 FT.

This remarkable air photograph of the great arena at Jersey City, near New York, was taken on the day of the Dempsey-Carpentier fight (July 2) by an operator of the "New York Times," from an aeroplane flying at a height of 2000 ft. The white canvas screen shown in the left foreground was put up by the manager, Mr. Tex Rickard, at the last moment to frustrate some unauthorised photographers attempting to film the fight from the roof of a hospital. A similar

screen was ready for erection in front of the factory shown on the right, but an arrangement was come to with the owner. A white spot near the left-hand corner of the roof is the roll of canvas. It will be noticed that there was some vacant space among the 117,000 seats. The actual number of spectators is given as 92,000, besides about 2000 police, firemen, and attendants. The takings are said to have amounted to 1,600,000 dollars.—[PHOTOGRAPH BY WIDE WORLD PHOTOS.]

*A Royal Garden Party at Buckingham Palace: Equal to a Court.*

NOT OVERCROWDED IN THE SPACIOUS GARDENS OF THE PALACE: A GATHERING TO WHICH 9000 GUESTS WERE INVITED.

The King and Queen gave a Garden Party at Buckingham Palace on the afternoon of July 21. Over 9000 invitations had been issued, and there was a very large attendance, yet there was never any sense of overcrowding in the spacious and beautiful grounds of the Palace. Many members of the Royal Family were present, including the Prince of Wales, the Duke of York, and Princess Mary,

and among the guests were Foreign Ambassadors, Ministers, Indian Ruling Chiefs, visitors from the Dominions, M.P.s, officers of the Services, clergy, and men of eminence in the professions. Music was played by the bands of the 1st Life Guards and the Welsh Guards. Marquees, in one of which their Majesties received the guests, had been put up on the lawn.—[PHOTOGRAPH BY ILLUSTRATIONS BUREAU.]

## THE TEST MATCH; THE "MAURETANIA" FIRE; A UNIQUE CAFÉ.

PHOTOGRAPHS BY JAMES'S PRESS AGENCY, L.N.A., AND TOPICAL.



REFRESHMENTS SERVED IN AN OLD "DUG-OUT": A UNIQUE UNDERGROUND CAFÉ AT NIEUPORT, BELGIUM.



THE IRISH "PRESIDENT" RETURNS HOME: MR. DE VALERA ARRIVING AT THE MANSION HOUSE, DUBLIN.



NEVER WITHOUT A PIPE EXCEPT WHILST PLAYING: THE HON. L. H. TENNYSON, THE ENGLISH CAPTAIN.



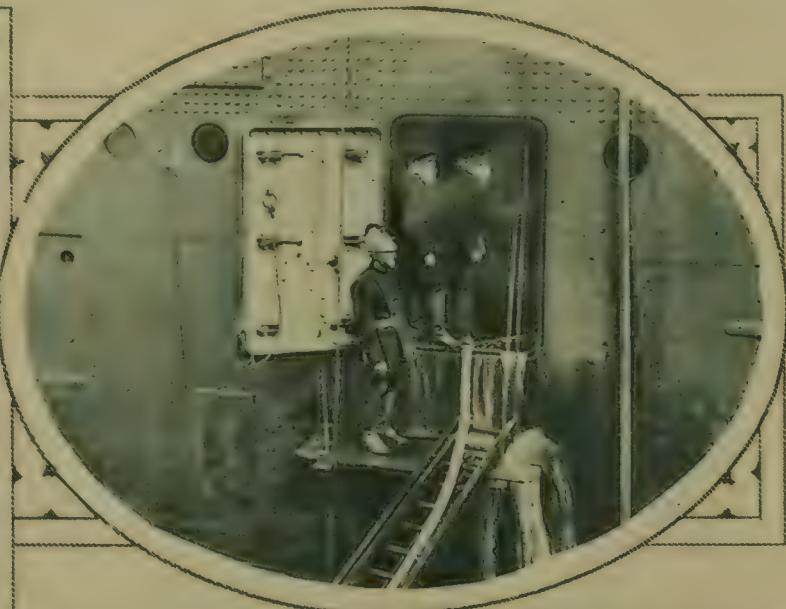
MAKER OF THE FIRST CENTURY IN THIS YEAR'S TESTS: RUSSELL, WHO SCORED 101 AT MANCHESTER.



IN GENIAL MOOD DESPITE THE WEATHER: MR. ARMSTRONG, THE AUSTRALIAN CAPTAIN.



OVERCOME BY THE SMOKE AND BEING GIVEN OXYGEN BY THE CHIEF OFFICER OF THE SOUTHAMPTON FIRE BRIGADE: AN EXHAUSTED FIREMAN AT THE "MAURETANIA" FIRE.



WITH "GAGS" ROUND THEIR FACES AS A PROTECTION FROM THE SMOKE AND FUMES: FIREMEN AT WORK ON THE BURNING "MAURETANIA."

Probably one of the most remarkable cafés in the world is the restaurant in an old "dug-out" at Nieuport, Belgium. The restaurant and rooms for travellers are all underground.—Mr. de Valera had a remarkable reception in Dublin on his return from the peace conferences with Mr. Lloyd George.—In the Fourth Test Match at Manchester, England won the toss and made a very good start, the condition of the ground owing to the rain making it very difficult for the Australian fast bowlers. Russell made the first century for England, scoring 101

in the first innings, before being bowled by Gregory.—A serious outbreak of fire occurred on the Cunard 30,704-tons liner "Mauretania," which was lying at Southampton Docks preparing to sail on her next trip to New York. Firemen were fighting the flames for more than eight hours, and very considerable damage was done. A number of the firemen were overcome by the heat and smoke. Some of them wore gas-masks, and practically all wore "gags" as a protection from the fumes.

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Chocolates are handsome in size and appearance, and of superb quality.



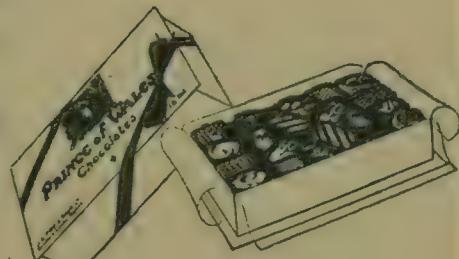
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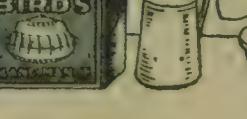
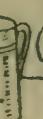
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Thus every day, in every kind of weather, THE BURBERRY performs some invaluable service.

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THE BURBERRY affords staunch, yet healthful, protection against rain and all forms of moisture.

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## THE CHRONICLE OF THE CAR.

**The Grand Prix.** Something like consternation was caused last week by the announcement that the whole of the British entry for the French Grand Prix race had been withdrawn. The reason given was that, owing to the restriction of practice on the course to two hours per day, it was impossible to get the racing cars into proper trim, and that, sooner than make a hopeless showing, the Sunbeam-Talbot-Darracq combination had determined to cancel their entries. No doubt the first question most people asked was: Why, knowing that the race was fixed for the 25th, were the cars not ready sooner? The answer is that there is much more in the preparation of cars for such a race than most are able to appreciate. The Le Mans circuit is only ten-and-a-half miles round; it has to be covered thirty-two times during the actual race, and this in turn means that there are something like two thousand corners to be taken at speed. At many of these the only way of driving for a high average is to come up to them at nearly a hundred miles an hour, slow on the brakes to thirty or forty, at the same time changing down from fourth to first speed in order to secure a good "get away," and then go rapidly up through the gear changes again. Necessarily, this means a great deal of tuning up which can only be done on the course itself. Much can be done in the works and at Brooklands, but it is only when the cars actually reach the course that the real work of tuning up can be done; and everybody concerned is distinctly lucky if all sorts of unexpected problems have not to be solved on the spot. Evidently, such problems did arise in the case of the British cars, and he would be a bold man who, knowing nothing of the difficulties, would venture to say that the decision not to compete was wrong.

At the eleventh hour this decision was partially rescinded, and it was arranged to run the two Talbots, driven by Lee Guinness and Segrave, but whether they have a chance in the circumstances is doubtful. However, the race will have been run by the time these remarks appear in print, and we shall know whether the first or the second decision was right. In any case, the contretemps has been most unfortunate.

**The 40-50-h.p. Napier.** When the post-war 40-50-h.p. Napier made its appearance, now nearly two years ago, it was generally adjudged to be

a very fine car; but some good judges preserved somewhat of an open mind as to whether or not it would justify the hopes of those responsible for its design. Napier had made a considerable reputation in the

war for the aero-engines associated with their name—the "Lion" engine holds practically every aviation record to-day—and the firm had not hesitated to embody a great many of the lessons learnt in this direction in the design of the car engine. There was a school which affected to believe that aero-engine practice could not successfully be applied to the road vehicle. Whether that school still exists I do not know, but I do know that their ideas were wrong, at any rate, as regards the Napier. I recently had a day on one of the first cars of the series, one which had covered over 25,000 miles—which is quite enough to show whether or not ideals have been attained—and I must say that its performance left nothing to be desired, even keeping well in mind that this is a very powerful car and one which comes near to being the most costly of its class. There are cars which, by reason of price or other considerations, require allowances to be made for minor shortcomings. In the case of such a car as the Napier there is no margin for such allowances—it either justifies one's rightful expectations or it does not. There is really no need to say more than that the Napier does fulfil all one's ideas of what a car in the "best" class should be and do. To descant upon the qualities of speed, silence, braking, hill-climbing, controllability, would be quite superfluous. They ought to be present in full measure, and they are. At once the most and the least that can be said is that the Napier is all that it should be when judged by the very high standard its constructors have set themselves to attain. I think Napier are entitled to be congratulated upon a car which, in my opinion, is by a long way the best they have ever produced.

## A New Straight-Sided Tyre.

Whether we shall follow the American example and adopt the straight-sided tyre is a matter on which I would rather not express an opinion. There are arguments for and against it when compared with the familiar beaded-edge type. That there is a market for the straight-sided tyre is undoubtedly, and the British tyre-maker is getting ready to take advantage of it. I was shown the other day a new cover of this type made by the Avon Company, which for design and accuracy of manufacture would be hard to beat. With all their experience of the straight-sided tyre, the American manufacturers can show nothing better. As Avons have always made a tyre which gives excellent service on the road, they ought to do exceedingly well with this new cover.—W. W.



BUILT FOR SPEED AND ENDURANCE: THREE SUNBEAM MODELS.

The nearest car is one of the 6-cylinder 1919 Sunbeam models, frequently driven by the late Mr. H. G. Hawker. The second car is one of the present year "eight-in-line" cars, whilst the further car is the 450-h.p. 12-cylinder Sunbeam racing car.



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The car in the above photograph, the property of Mr. R. G. Edwards, was seized by the Germans at the outbreak of war and interned for the duration, the German authorities giving their word that it would not be used. It has recently been returned through the A.A., in good condition, except that the tyres and other rubber fittings had been removed. These the Germans have promised to replace.

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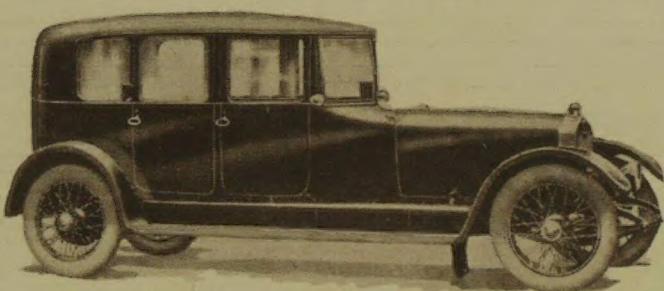
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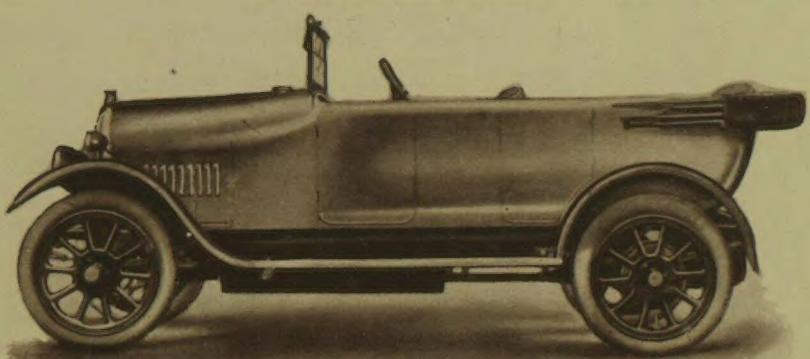
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## SCIENCE JOTTINGS.

## THE CAUSE OF TETANUS AND TUBERCLE.

ONE of the most horrible incidents in the early part of the war was the report that after the retreat from Mons hundreds of our wounded were dying of tetanus—or, to give it its English name, lockjaw. No one who has had even the slightest

Vernon Hospital for Consumption at Hampstead, the

ultimate cause of lockjaw is, indeed, in the soil carried by accident into the wounds, but is not due to manure or any putrefying substance contained in it. To produce tetanus, the soil must contain two minerals known as calcium chloride and hydrated soluble silica respectively. Both of these are of very common occurrence throughout Nature, calcium being the metallic base of lime, while silica, which is frequently found in combination with it, is the principal constituent of flint. The exact action of the calcium salt does not seem to have yet been thoroughly elucidated; but the soluble silica, when introduced into the body, turns into silicic acid, and this, according to Dr. Dale, renders its possessor sensitive to the tetanus bacillus. So much is this the case that animals into whose veins these two mineral salts have been injected thereby fall a prey even to the washed bacilli of tetanus. Dr. Dale is even of opinion that the same remark holds good of tuberculosis, and solutions of calcium chloride and silicon hydride will in like manner act as "openers of the way" for the dreaded tubercle bacillus.

If these discoveries be substantiated—and they come to us, as will have been seen, backed by all the resources of the State—they may prove not less far-reaching in their effects than Jenner's discovery of the antidote to small-pox. Tetanus, indeed, is of rare occurrence in civil life, and it had in effect been mastered before the conclusion of the war. But the great white scourge of tuberculosis has hitherto resisted all attacks upon it, and, although the practical effect of Dr. Dale's discovery on its treatment is not yet manifest, a better knowledge of its cause is certain sooner or later to improve the methods of its cure. To those who look beyond the immediate present, however, even this yields in interest to the glimpse which it gives us of hitherto unsuspected enemies of the human race. If anything could have been considered innocuous to man, flint, out of which he manufactured his first tools, and chalk (calcium carbonate), whereof are formed the white cliffs of Old England, would seem to answer to that description. Yet it seems that both these minerals contain within themselves the potential cause of two of the most terrible maladies afflicting the human race, the one in war, the other in peace. Not without reason was it said that a man's enemies are those of his own household.

F. L.

## OPENING UP THE BELGIAN SEASIDE HOLIDAY RESORTS FOR BRITONS: BLANKENBERCHE, ON THE NEW G.E.R. HARWICH-ZEEBRUGGE ROUTE.

Blankenberche, three miles from Zeebrugge, is the largest and most fashionable watering-place between the Dutch frontier and Ostend. The new G.E.R. Harwich-Zeebrugge service will be three times weekly in each direction, from Harwich to Zeebrugge on Monday, Wednesday, and Saturday, and from Zeebrugge to Harwich on Tuesday, Thursday, and Sunday.

experience of this terrible malady, of its agonising pain, the terror that it causes to the sufferer, and the difficulty of procuring any alleviation of its horrors by narcotics, can fail to have had his heart wrung when the news first reached England. Fortunately, the antidote did not linger long behind the bane. An anti-tetanus serum was quickly devised and rushed to the front, and the R.A.M.C. wisely insisted on inoculating with it every wounded man whose state enabled him to bear it before any signs of tetanus could show themselves. By these means the plague was stayed; but its cause remained still obscure. The nearest guess to the truth was that the soil of Belgium had been so frequently laboured and so heavily manured that all manner of filth was carried into the wound and afforded a breeding-ground for the tetanus bacillus.

This, however, turns out to be only half the truth. It was noticed at the time that, while nearly all the men at one dressing station were attacked, those at the next might be exempt; and, when isolation of the declared cases was made practicable in field hospitals, the results showed that infection in the ordinary sense of the word had nothing to do with it. Some experiments conducted on the spot, and afterwards repeated with more care at home, showed that the tetanus bacillus was the reverse of hardy, and that it took very little to deprive him of his power of harm. Washed tetanus bacilli were injected into both laboratory animals and human patients without producing the dreaded symptoms, and, even when soil was purposely mixed with them, the experiment generally failed. Clearly the cause lay deeper, and all the factors in the problem had not been discovered.

This state of things is now at an end, according to the paper on the work of the National Institute for Medical Research read by Dr. H. H. Dale to the Research Defence Society at their meeting of June 29 last. In his view, and as the result of a long series of experiments carried out at the Government establishment which occupies the site of the old Mount

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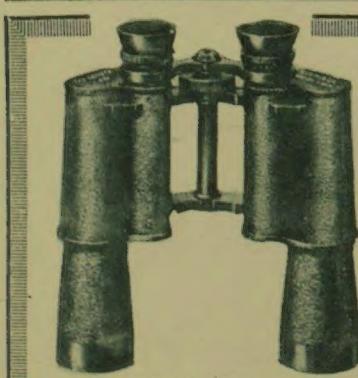
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## THE PLAYHOUSES.

## "AMBROSE APPLEJOHN'S ADVENTURE." AT THE CRITERION.

THERE is a treat in store for those playgoers who like their fun to be intelligent and who love Mr. Hawtrey—is not their name legion?—in Mr. Walter Hackett's new Criterion farce, styled with too heavy an alliteration, "Ambrose Applejohn's Adventure," but fortunately having nothing heavy about it but its title. It is a farce that burlesques our full-blooded sort of melodrama, travestying the crook play in its first and last acts, while in its middle "dream" act it caricatures the melodrama of piracy and the Spanish Main. The dream act was a positive inspiration on Mr. Hackett's part, and those who know anything of the actor the playwright had in his eye at the time he planned the scene, will need only the barest outline of it to appreciate at once its glorious potentialities. Mr. Hawtrey's share in this delightful fun certainly amounts to collaboration, and it should be missed by no one who has a taste for burlesque in acting raised to a fine art. Nor is this the only good thing in the piece, or the only chance Mr. Hawtrey's sense of humour obtains. Watch the timid courage he assumes when as a middle-aged modern longing for adventure, he faces actual burglars; or study him when, after rejecting the advances of an adventuress, he is, in the rôle of this same mild-mannered creature, made slowly to grasp the significance of the reproach "Joseph" that is hurled at him—and you will realise afresh why Charles Hawtrey to-day is without a peer in the field of comedy. The "star" at the Criterion finds excellent support from Miss Marion Lorne and Miss Hilda Moore—the latter in a vampire rôle—from Mr. Leslie Faber, and half-a-dozen other competent players.

## "M'LADY." AT THE PLAYHOUSE.

Snobbishness run rampant serves as the basis of the sentimentalities and melodramatics of Mr. Edgar Wallace's "story" of "M'Lady," and certainly seems the only explanation of its heroine's extravagances of conduct. This Mrs. Carraway, we are to suppose, is so enamoured of a title, so sure that



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wealth and station are the best things for a child, and sufficient safeguards, too, against heredity, so content to be merely "nurse" to a smart young lady, she can speak of as "M'Lady," that she has separated herself from her daughter almost from the latter's

(Continued overleaf)



